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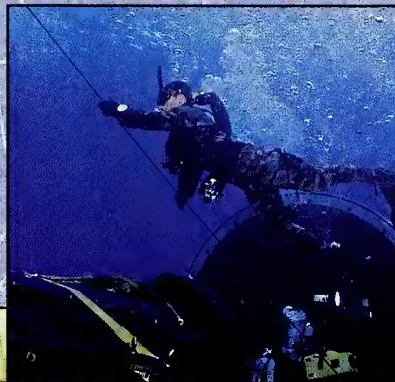
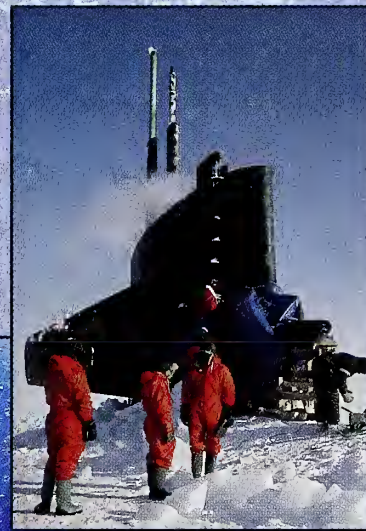
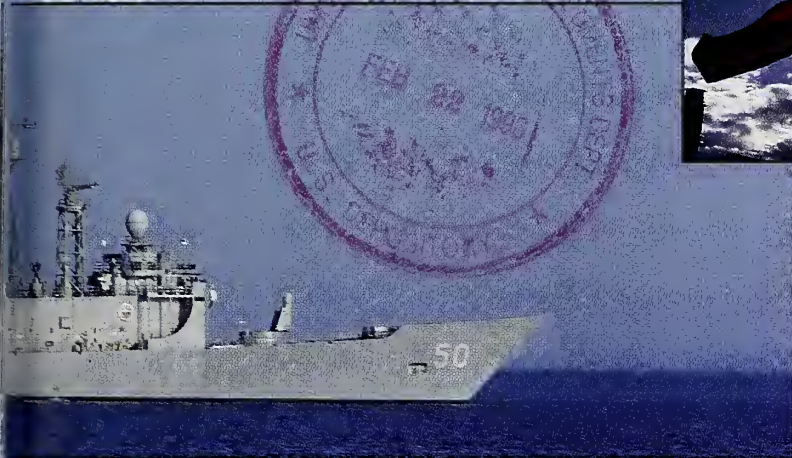
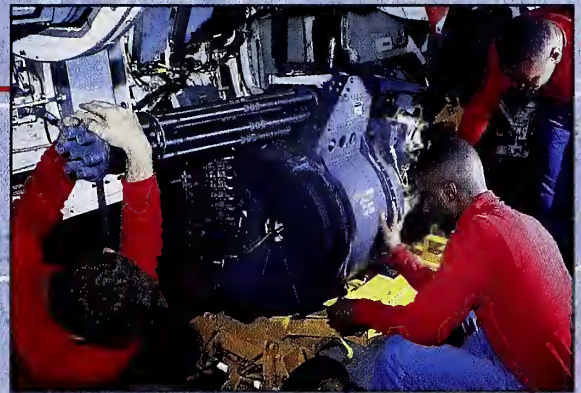
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ALL HANDS

MAGAZINE OF THE U.S. NAVY

OWNER'S AND OPERATOR'S MANUAL
JANUARY 1996



359.05
A 416

ALL HANDS

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January 1996

Number 945



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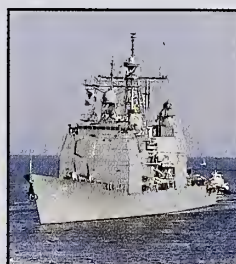
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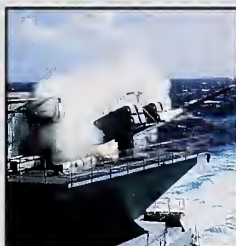
*The Navy is at the
forefront of modern
technology Page 2*



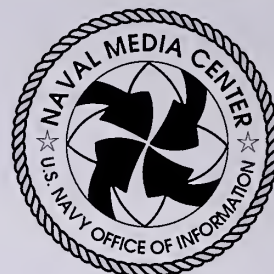
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Welcome to the 1996 Edition

The Navy, like the sea, is fluid and ever-changing. And, also like the sea, the Navy is a constant and undeniable force. As Sailors, you represent that force and you experience first hand the changes and challenges of such a dynamic organization.

In 1996, we face a new, exciting year, with a promise of further changes in our structure, roles and responsibilities. Despite this evolutionary environment, the core of our Navy remains unchanged: Our reach is global, our goal is peace and our strategy is to put the right mix of assets in the right place right now.

To keep you informed and prepared, *All Hands* publishes the annual Owners' and Operators' Manual – a single source for facts, figures and important information about the Navy.

Inside these pages you will find drawings, photographs and descriptions of our most sophisticated weapons systems, top-flight aircraft and powerful ships and subs. And, most importantly, you will find a snapshot, in words and pictures, of the most dominant element in our arsenal: you, the American Sailor. ‡



U.S. NAVY

OWNER'S AND OPERATOR'S MANUAL

JANUARY 1996 359.05
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Forward ... from the sea

Today, more than any other time in our nation's history, there is a need for joint war-fighting and peacekeeping capabilities that can be launched from the sea. In this world's rapidly changing global security environment, there is one enduring reality: the United States is a maritime nation that will always find value in a forward-deployable and self-sustainable global force to project power and protect our national interests.

From Haiti to the Adriatic, from the Middle East to the Pacific Rim, the world faces sweeping changes. America will continue to need a Navy that can go anywhere, fight if it has to and win. That is our tradition, and it is the professional men and women of our force who have sailed in harm's way to carry on that tradition so magnificently, who have served selflessly in their communities, providing strength and leadership at home as well as at sea, that stand as an inspiration to a nation looking for heroes.

I am extremely confident in the abilities of the Navy and Marine Corps as America looks to our team to maintain peace and prosperity and to defend her interests around the globe.

— John H. Dalton
Secretary of the Navy



U.S. NAVY

OWNER'S AND OPERATOR'S MANUAL



Rudder Orders

These guiding principles are the foundation upon which the entire Navy operates:

- ❖ People are the Navy's most valuable asset.
- ❖ The Navy must attract top quality individuals.
- ❖ We encourage our people to make the Navy a career.
- ❖ We provide frequent recognition to deserving individuals and units.
- ❖ Our goal is to promote people to the highest grade or rank according to their abilities.
- ❖ We make duty assignments based on both the needs of the Navy and the needs of the individual.
- ❖ Some personal hardships may require reassignment or discharge from naval service.
- ❖ We provide leave for every member, liberty time away from work, all benefits allowed by law and seek to keep pace with changing economic conditions.
- ❖ Training and education are vitally important.
- ❖ We value and depend on professional input and ideas from all our people.
- ❖ We do not tolerate discrimination, any form of sexual harassment, fraternization, or the illegal or improper use of drugs or alcohol.
- ❖ We provide timely, constructive written evaluations of performance.
- ❖ We strive to provide high quality, attractive, modern facilities for our people.
- ❖ We are committed to the safety of our people.
- ❖ We are accountable to standards of conduct, federal statutes and regulations.
- ❖ We look after the individual needs of our people.



U.S. NAVY

OWNER'S AND OPERATOR'S MANUAL

Right mix

Presence

Peacetime forward presence is a growing mission for the Navy-Marine Corps Team. During 1995, our forces operated Forward ... from the sea in support of worldwide U.S. national interests and objectives. These operations ranged from precision bombing strikes in Bosnia, to the rescue of a downed U.S. pilot in that same country, to supporting the U.N. pullout from Somalia. This offers positive proof that naval forces operating Forward ... from the sea are increasingly important to national security. Forward ... from the sea

will remain our keystone strategic document for 1996. We will continue to reaffirm the Navy's contributions to America's security in five main areas: the strategic imperative; peacetime forward presence; crisis response; regional conflict; and joint and combined operations. Our most recent experiences underscore the premise that the most important role of naval force — our Navy and Marine Corps team — is to be engaged forward with a view to prevent conflicts and controlling crises. Naval forces remain the foundation of peacetime forward presence and overseas

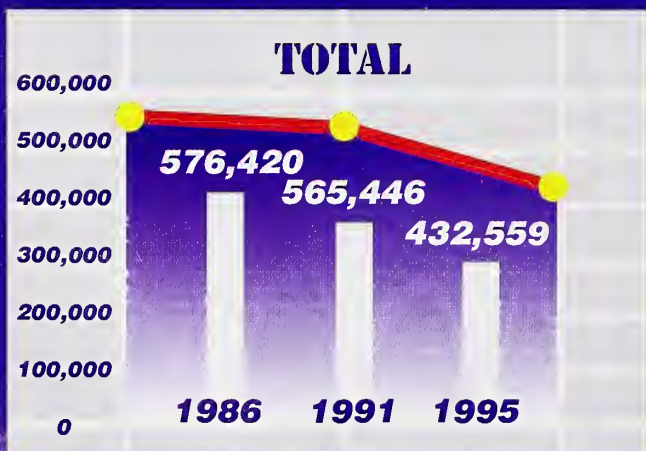


Photo by PH1(SW) Mike Parsell

response to crises. Our Navy and Marine Corps forces contribute heavily during transitions from

crisis to conflict and ensure compliance with the "terms of peace."

ACTIVE-DUTY NAVY STRENGTH TRENDS



Art by AN Jason Hewitt

Right place

The strategic imperative

Our vital economic and security interests are dispersed around the globe. Because we are a maritime nation our strategy is necessarily a transoceanic one. Deployed naval forces will provide the critical operational links between peacetime operations and the requirements of a developing crisis or major regional contingency.

Peacetime forward presence

With more limited access to forward bases, naval forces are an increasingly indispensable and unique instrument of American foreign policy. In peacetime, naval forces build interoperability with friendly and allied forces to participate fully as part of a multinational response or as part of "ad hoc" coalitions forged to respond to short-notice crisis situations.



The building blocks of our presence remain carrier battle groups with versatile, multipurpose naval tactical aviation wings and amphibious ready group with embarked special operations-capable Marine expeditionary units. Forward-deployed surface combatants with theater ballistic missile defense capabilities discourage proliferation of ballistic missiles and extend credible defenses to friendly and allied countries. The Navy has shifted its emphasis to forward presence and power projections from sea to land, but continues to maintain fleet ballistic missile submarines at sea.

Crisis response

Naval forces are designed to fight and win wars. Forces deployed for routine exercises and activities associated with forward presence are also the forces most likely to be called upon to respond rapidly to an emerging crisis. The sovereign quality of naval forces operating from highly mobile "sea bases" in forward areas allows flexibility. Naval forces are uniquely positioned, configured and trained to provide a variety of responses in the event of fast-breaking international crises.

Regional conflict

Naval forces make a critical contribution in a major regional contingency throughout the entire operation. Focusing

Right now

on the littoral area, the Navy and Marine Corps force can seize and defend advance bases, such as ports and airfields to enable the flow of land-based air and ground forces, while also providing a robust fighting force through the end of any joint campaign. Marine air and ground units, placed ashore initially as an enabling force, have fought and contributed decisively. Naval tactical aviation has made pivotal contributions. Sealift is the key to force sustainment.

Joint and combined operations

The enhanced combat power produced by the integration of all supporting arms, which we seek

to attain through joint operations, is inherent in naval expeditionary forces. Combining the capabilities and resources of other services and those of our allies will yield decisive military power.

Maintaining Our New Direction

We remain committed to structuring our expeditionary forces so they are shaped for joint operations, with the emphasis on operations Forward ... from the sea tailored for national needs.

Forward ... from the sea is a living document that will remain valid well into the 21st century. It provides us with a sound strategic foundation upon which we will build the

dynamic new operational concepts of tomorrow's Navy.

Anytime, anywhere, because we're already there

When a crisis erupts, Sailors and Marines are always nearby. In today's environment where the military can execute a wide variety of missions – from full-scale power projection to regional conflict resolution, humanitarian relief and operations other than war – the Navy-Marine Corps team is the answer.

It's no coincidence that in times of crisis the first question the president asks is, "Where's the nearest carrier?" Aircraft carriers are a flexible and forward presence. A Navy ship is sovereign U.S. territory that can move offshore anytime, anywhere and kick the door down if needed. We are able to be on scene first and provide America's leadership with a flexible response package that can be tailored instantly to any mission. We can answer the bell first because we are deployed around the world.

Sailors and Marines – Citizens first, second to none

The men and women who are members of our Navy and Marine Corps are the very best America has to offer. They're not just members of the military. They're an important part of the local community, too. Our



people are school tutors, camp counselors, mentors, scout leaders, sports coaches, neighborhood watch leaders, good samaritans and they provide a host of other critically needed volunteer skills in their community. Every single command has people who freely give of themselves to help others.

We protect the environment – We live here, too

In today's Navy, caring for the environment is an operational necessity. We are dedicated to environmental issues because it is the right thing to do. This dedication also allows us to complete our mission more effectively. Look around and you'll find the Navy is a recognized leader in environmental engineering, restoration compliance and hazard abatement. Every day is Earth Day in the Navy. Meet with the nearest Navy environmental expert and ask him or her about the job – you'll find a gold mine of good news.

U. S. Navy — Right Mix, Right Place, Right Now

One phrase pulls together the essence of today's Navy – outstanding people, forward presence and responsible stewardship of the public's trust.

"Right mix" refers to our ability to provide America's leaders with a tailored response package for any tasking. It is a direct result of our balanced emphasis on opera-

tional readiness, training and morale. It also means we have the right variety of operational forces distributed across all warfare areas.

In terms of people, "right mix" also means a racially and gender-diverse group of people who are confident the Navy leadership has their best interest at heart. This right mix of people has a balanced outlook to accomplish the operational mission and act as responsible stewards of everything the American public entrusts to them.

"Right place" refers to our Navy being on-station around the globe, 24-hours-a-day, every day. Our policy of routine deployments provides year-round flexible deterrence and an instantly visible U.S. presence.

"Right now" means we are "ready to answer all

the bells." Our equipment is well-maintained, our people are highly trained and ready for instantaneous response and our forces are positioned where they need to be. Today's Navy is ready on arrival!

America's Navy — quality at work

Every dollar spent on the Navy is a dollar spent in the interest of America. We invest it wisely. In today's world the Navy-Marine Corps team is ready to act at a moment's notice. We can bring relief and compassion, diplomacy and presence, or force and resolve. We train the way we fight and we prepare so that when our leaders must act, the Navy provides the options. We are ready, efficient, motivated, cost effective and capable which is exactly what our citizens pay us to be. †

U.S. Navy – Right Mix, Right Place, Right Now.



Photo by PH1 (AW) Gary L. Reinhart



Photo by EM2 Danilo M. Cortez

Our People

The U.S. Navy is home to more than 430,000 Sailors who proudly serve at sea, overseas and ashore. These Sailors reflect the diversity, strength and quality of our nation. The following pages depict more than just facts and figures. They are a snapshot of our Sailors, who they are, what they do and where they're from.

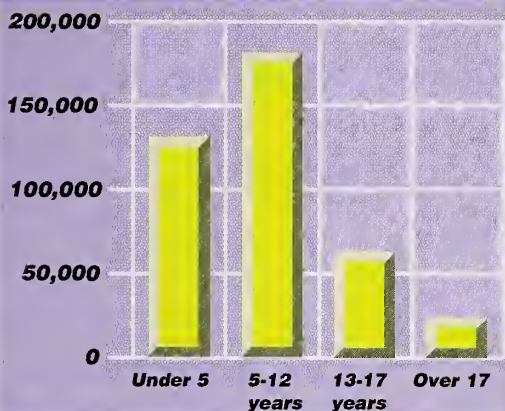
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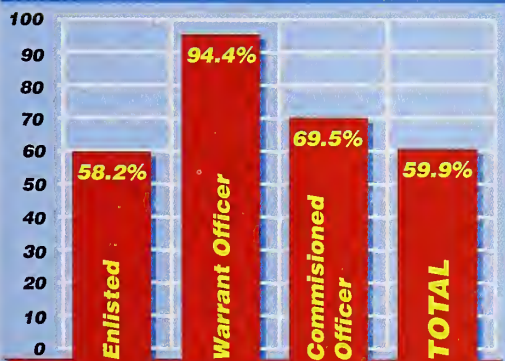
QUALITY OF LIFE

The 1996 Defense Appropriations Bill contains \$11.2 billion in military construction funds for housing and child-care projects.

AGE DISTRIBUTION OF CHILDREN IN ACTIVE-DUTY NAVY FAMILIES



PERCENTAGE OF ACTIVE-DUTY SAILORS WITH FAMILIES



U. S. Navy photo

Minorities in the Navy

African-American Enlisted 18.39%

Hispanic Enlisted 7.37%

Other Enlisted 6.11%

Caucasian Enlisted 68.13%

African-American Officers 5.33%

Hispanic Officers 3.13%

Other Officers 4.61%

Caucasian Officers 86.93%

ALL HANDS Factoid

"THE FUTURE IS NOW"



15% of 1996 NROTC applicants are minorities.*

* At time of printing



U.S. Navy photo

Navy Geographic Population Distribution

Top 10 states with the highest number of active-duty Navy personnel and family members

Virginia 247,899

California 197,906

Florida 76,051

Washington 56,676

Hawaii 40,352

Illinois 30,287

South Carolina 25,259

Maryland 24,159

Connecticut 21,387

Georgia 16,106

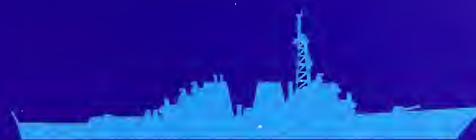


Photo by Scott D. Hallford



Photo by PH1 Robert McRoy

ACTIVE-DUTY NAVY STRENGTH TRENDS



OFFICER



ENLISTED



Active-duty End Strength



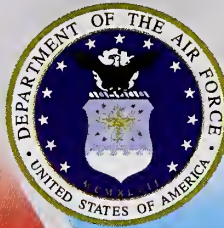
Army



Navy



Marines



Air Force



Total

Officer
Enlisted
Total

84,974

436,899

521,873

60,283

377,894

438,177

17,992

154,306

172,298

79,800

324,645

404,445

243,049

1,293,744

1,536,793

ALL HANDS Factoid

PHONE HOME



While deployed in support of operations in Bosnia, Sailors on board the aircraft carrier **USS GEORGE WASHINGTON (CVN-73)** spent \$569,940 for 28,497 phone cards to call home.



Photo by S/A Tiana R. Hamilton



U.S. Navy photo

ALL HANDS Factoid

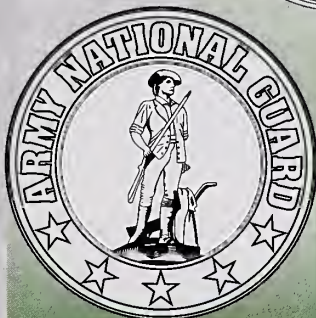
BIG BLADE

A single propeller on a NIMITZ-class aircraft carrier weighs 69,300 pounds and is 22 feet high.



U.S. Navy photo

Reserve Military Totals



Army Guard
386,092

Navy Reserve
271,681

Air Reserve
162,385

Total
1,664,168

Army Reserve
630,507

USMC Reserve
102,681

Air Guard
110,822

Hitting the books

Getting your education is a vital part of your Navy career



Higher education is vital to every Sailor's career. The Navy provides numerous programs to help Sailors achieve their educational goals, whether it's earning a journeyman certificate or a college degree.

Sailors benefit from fulfilling educational goals because it increases their promotion potential in the Navy, as well as prepares them for a smoother transition into a career outside the service.

The Navy's goal is making education accessible to all Sailors through a variety of programs. Your Navy Campus specialist has details on these programs.

Tuition Assistance (TA)

TA is available to all active-duty Sailors. The Navy pays 75 percent of all tuition costs for all officers and enlisted, subject to some constraints.

Service member Opportunity Colleges, Navy (SOCNAV)

SOCNAV is a consortium of 700 colleges and universities that have agreed to reasonable transfer of credit and limited residency requirements for military

students.

Sailors can work toward a degree through a SOCNAV-2 or SOCNAV-4 college, no matter where they are located, and not have to worry about their credits transferring.

Program for Afloat College Education (PACE)

PACE makes it possible for personnel at sea or at remote locations to go to college.

The PACE II program has been developed because some ships and all submarines cannot accommodate a civilian instructor. Through the PACE II program, courses are delivered electronically through an interactive microcomputer.

Broadened Opportunity for Officer Selection and Training (BOOST)

BOOST is a college prep program that helps enlisted selectees improve their academic skills to pursue a baccalaureate degree and a commission through NROTC or the Naval Academy.

Contact your career counselor and check OPNAVNOTE 1500 or write the BOOST program manager at Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information.

Enlisted Education Advancement Program (EEAP)

EEAP offers career-motivated Sailors the opportunity to pursue a course of study at any accredited college or university.

EEAP allows Sailors to complete their associate or baccalaureate degree requirements, and receive full pay and allowances (less proficiency pay), but must pay all costs for tuition, books and other fees themselves. Selectees incur six years of obligated service.

OPNAVNOTE 1510 has further details on EEAP.

Enlisted Commissioning Program (ECP)

ECP provides active-duty Sailors and naval reservists who have previously earned college credit an opportunity to earn a regular commission.

Interested persons should see their career counselor and check OPNAVNOTE 1530 or contact the Enlisted Commissioning Program Manager, Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information. ‡

TRICARE joins the Navy family

Rapidly rising health care costs and the closure of military bases and their hospitals has made the military look for new ways to provide health care benefits. TRICARE is the DOD response to this challenge.

TRICARE is a health care program for active-duty, retired and family members of all military services. It provides high-quality, accessible care; controls health costs for patients and improves medical readiness.

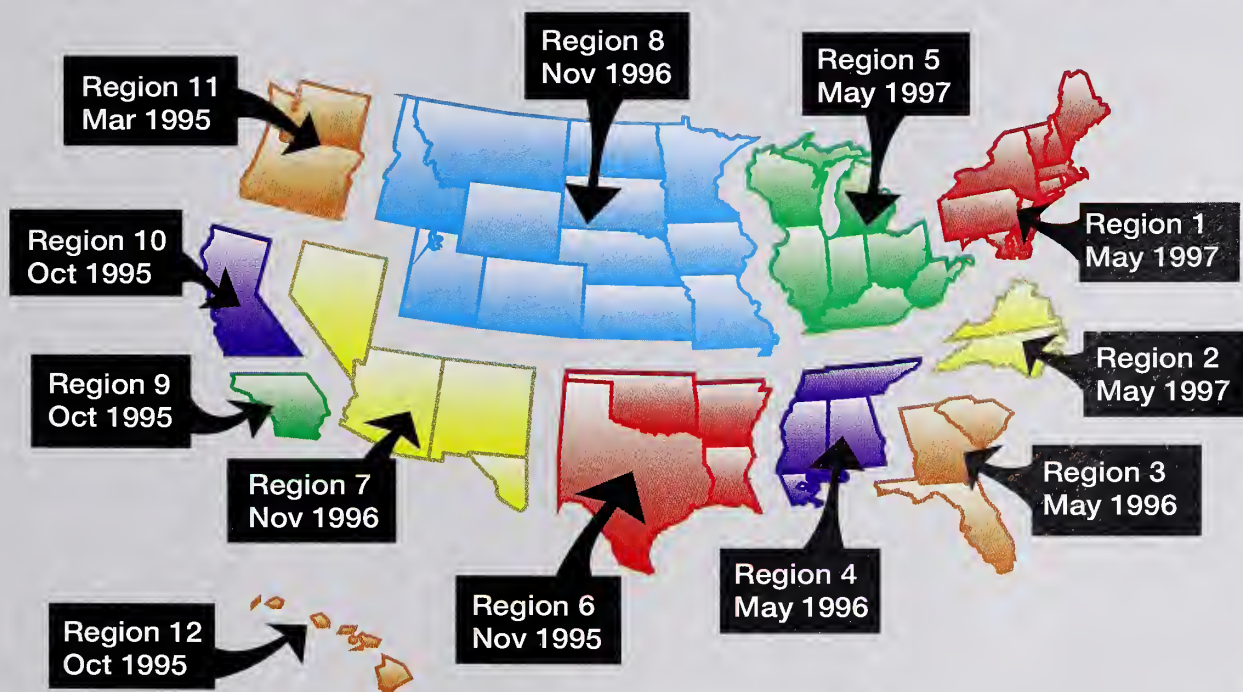
The program is managed by the military and uses civilian contractors. For each of the 12 regions of the country, a military lead agent will oversee the program. Lead agents are the commanders of large regional Navy, Army and Air Force medical centers.

Begun in March 1995 in Oregon and Washington State, TRICARE is now expanding by region. It is expected to be in place throughout the United States by May 1997. ‡

TRICARE Enrollment Options and Cost Shares for Active-duty Family Members

| | TRICARE Prime E-1 to E-4 | TRICARE Prime E-5 and above | TRICARE Extra | TRICARE Stan- dard (Standard CHAMPUS) |
|------------------------------|--------------------------------|--------------------------------|--------------------------------------|---|
| Annual deductible | \$0 | \$0 | \$150 individual/ \$300 family | \$150 individual/ \$300 family |
| Civilian outpatient visit | \$6 | \$12 | 15 percent of negotiated fee | 20 percent of allow- able charge |
| Civilian inpatient care | \$11 per day (\$25 minimum) | \$11 per day (\$25 minimum) | Greater of \$25 or \$9.70 per day | Greater of \$25 or \$9.70 per day |

TRICARE Arriving



LOCATIONS OF MAJOR WESTERN HEMISPHERE COMMANDS

- | | |
|--------------------------------|------------------------------------|
| 1 -- Puget Sound, Wash. | 11 -- New London, Ct. |
| 2 -- San Francisco | 12 -- Philadelphia |
| 3 -- Long Beach, Calif. | 13 -- Washington, D.C. |
| 4 -- San Diego | 14 -- Norfolk |
| 5 -- Pearl Harbor | 15 -- Charleston, S.C. |
| 6 -- Ingleside, Texas | 16 -- Kings Bay, Ga |
| 7 -- Pensacola, Fla. | 17 -- Jacksonville, Fla. |
| 8 -- Memphis/Millington, Tenn. | 18 -- Orlando, Fla. |
| 9 -- Great Lakes, Ill. | 19 -- Guantanamo Bay, Cuba |
| 10 -- Newport, R.I. | 20 -- Roosevelt Roads, Puerto Rico |

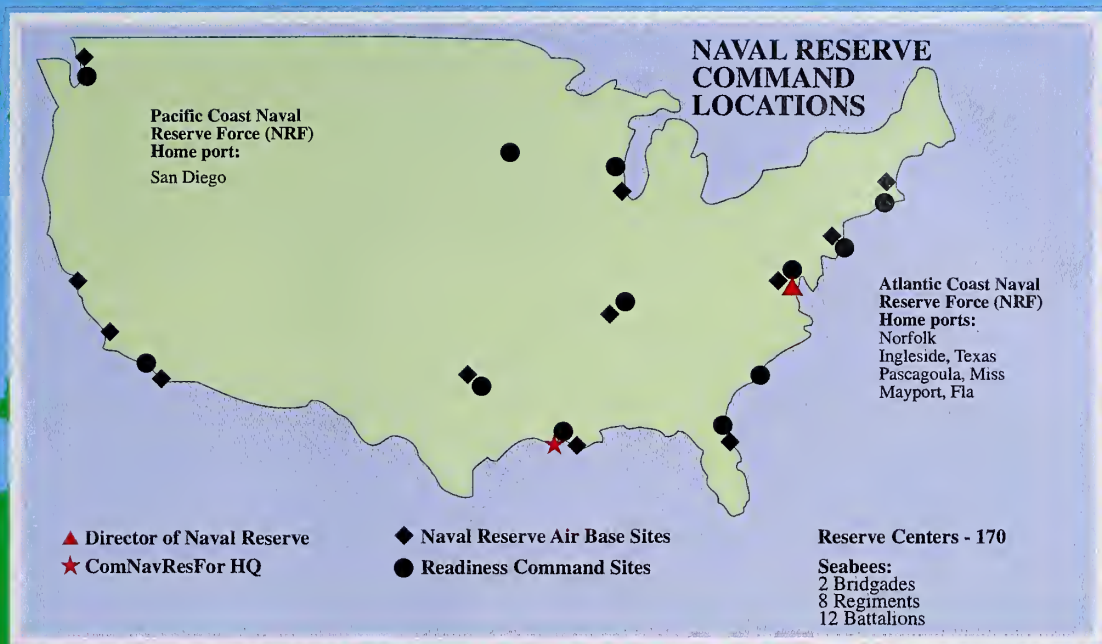


FLEET COMMAND AND CONTROL

- | |
|--|
| 21 -- Commander-in-Chief U.S. Naval Forces Europe |
| 22 -- U.S. 6th Fleet, Mediterranean Home port - Gaeta, Italy |
| 23 -- U.S. Naval Forces Central Command -- Red Sea, Persian Gulf and North Arabian Sea Manama, Bahrain |
| 24 -- U.S. 7th Fleet, Western Pacific, Indian Ocean - Forward Deployed to Yokosuka, Japan |
| 25 -- Commander-in-Chief U.S. Pacific Fleet - Pearl Harbor |
| 26 -- U.S. 3rd Fleet, Eastern Pacific Home port - San Diego |
| 27 -- Commander-in-Chief U.S. Atlantic Fleet Norfolk U.S. 2nd Fleet, Atlantic Ocean Home port - Norfolk |

MAJOR EUROPEAN COMMANDS

- | | |
|---|---|
| 28 -- U.S. Naval Activities, United Kingdom | 32 -- Naval Support Activity La Maddalena, Sardinia, Italy |
| 29 -- Naval Support Activity; Commander, Fleet Air Mediterranean Naples, Italy | 33 -- Naval Support Activity Souda Bay, Crete |
| 30 -- Naval Station Rota, Spain | 34 -- Fleet Air Keflavik/ Naval Air Station Keflavik, Iceland |
| 31 -- Naval Air Station Sigonella, Sicily | |



- MAJOR WESTERN PACIFIC COMMANDS**
- 35 -- U.S. Naval Forces, Korea
Fleet Activities, Chinhae, Korea
 - 36 -- Naval Air Facility, Misawa, Japan
 - 37 -- Naval Air Facility, Atsugi, Japan
 - 38 -- U.S. Fleet Activities, Yokosuka, Japan
 - 39 -- U.S. Fleet Activities, Sasebo, Japan
 - 40 -- U.S. Fleet Activities, Okinawa, Japan
 - 41 -- U.S. Naval Forces Marianas, Guam
Naval Air Station Agana
Naval Air Station Guam
 - 42 -- U.S. Naval Logistics Group,
Western Pacific - Singapore
 - 43 -- Naval Support Facility, Diego Garcia

- UNIFIED COMMANDS**
- 44 -- U.S. European Command, Stuttgart-Vaihingen, Germany
 - 45 -- U.S. Pacific Command, Honolulu
 - 46 -- U.S. Atlantic Command, Norfolk
 - 47 -- U.S. Southern Command, Quarry Heights,
Republic of Panama
 - 48 -- U.S. Central Command, MacDill AFB, Fla.
 - 49 -- U.S. Space Command, Peterson AFB, Colo.
 - 50 -- U.S. Transportation Command, Scott AFB, Ill.
 - 51 -- U.S. Special Operations Command, MacDill AFB, Fla.
 - 52 -- U.S. Strategic Command, Offutt AFB, Neb.

FLEET REORGANIZATION

To economize training, provide squadron integrity, and most importantly, reduce the workload on Sailors at sea, the Navy has made wholesale changes to the way its surface forces organize, train and deploy.



Pacific Fleet battle groups

| | | |
|--|---|---|
| CRUDESGRU 1 | — | <i>Constellation, Chosin, Lake Erie</i> |
| CRUDESGRU 3 | — | <i>Carl Vinson, Shiloh, California, Arkansas</i> |
| CRUDESGRU 5 | — | <i>Kitty Hawk, Antietam, Cowpens</i> |
| CARGRU 3 | — | <i>Abraham Lincoln, Princeton, Chancellorsville</i> |
| CARGRU 5 | — | <i>Independence, Bunker Hill, Mobile Bay</i> |
| CARGRU 7 | — | <i>Nimitz, Lake Champlain, Port Royal</i> |
| Seven destroyer squadrons will rotate among battle groups. | | |



A regional support organization will be established to cover administrative and readiness support for ships not deploying as part of a core battle group.

oil painting by Edward Moran.

fine tuning our fighting force ...

Both Atlantic and Pacific Fleets have reorganized to create more permanency for carrier battle groups. Carriers, air wings and cruisers will be permanently teamed with destroyer squadrons rotating in support assignments.

Atlantic Fleet battle groups

| | | |
|--------------|---|--|
| CRUDESGRU 2 | — | <i>George Washington, South Carolina, Normandy</i> |
| CRUDESGRU 8 | — | <i>Dwight D. Eisenhower, Anzio, Cape St. George</i> |
| CRUDESGRU 12 | — | <i>Enterprise, Gettysburg, Phillippine Sea</i> |
| CARGRU 2 | — | <i>John C. Stennis, San Jacinto, Monterey</i> |
| CARGRU 6 | — | <i>John F. Kennedy, Hue City, Vicksburg, Thomas S. Gates</i> |
| CARGRU 8 | — | <i>Theodore Roosevelt, Leyte Gulf, Vella Gulf, Mississippi</i> |

Nine destroyer squadrons will rotate among battle groups.




































Realignment of existing shore commands and operational staffs is designed to streamline support, training and readiness.

The Western Hemisphere Group was established to support operations in the Caribbean and South America. Sixteen ships (CGs, DDGs, DDs, FFGs) will be assigned.

Navy Ranks\Enlisted Ratings

Rank Insignia of Navy Commissioned Officers

| Paygrade/Rank | Caps, shoulder, collar | Shoulder boards | Sleeve |
|-------------------------------|--|---|---|
| O-1 Ensign | gold  |  |  |
| O-2 Lieutenant Junior Grade | silver  |  |  |
| O-3 Lieutenant | silver  |  |  |
| O-4 Lieutenant Commander | gold  |  |  |
| O-5 Commander | silver  |  |  |
| O-6 Captain | silver  |  |  |
| O-7 Rear Admiral (Lower Half) | silver  |  |  |
| O-8 Rear Admiral (Upper Half) | silver  |  |  |
| O-9 Vice Admiral | silver  |  |  |
| O-10 Admiral | silver  |  |  |
| O-11 Fleet Admiral | silver  |  |  |

Line / Staff / Warrant Officer Corps Devices



Line



Supply Corps



Medical Corps



Christian Chaplain



Jewish Chaplain



Civil Engineer



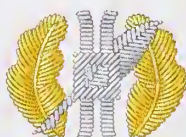
Dental Corps



Medical Service Corps



Nurse Corps



Law Community



Judge Advocate General Corps



Boatswain















Ordnance Technician
















Ship's Clerk



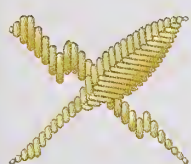
Rank Insignia of Navy Warrant Officers

| Paygrade/Rank | Caps, shoulder, collar | Shoulder boards | Sleeve |
|---------------------------|---|---|---|
| W-1 Chief Warrant Officer |  |  |  |
| W-2 Chief Warrant Officer |  |  |  |
| W-3 Chief Warrant Officer |  |  |  |
| W-4 Chief Warrant Officer |  |  |  |

Rank Insignia of Navy Enlisted

| Paygrade/Rank | Hat and collar | Sleeve |
|--|---|---|
| E-1 Seaman Recruit | | |
| E-2 Seaman Apprentice | |  |
| E-3 Seaman | |  |
| E-4 Petty Officer Third Class | |  |
| E-5 Petty Officer Second Class | |  |
| E-6 Petty Officer First Class | |  |
| E-7 Chief Petty Officer |  |  |
| E-8 Senior Chief Petty Officer |  |  |
| E-9 Master Chief Petty Officer |  |  |
| E-9 Master Chief Petty Officer Of The Navy |  |  |

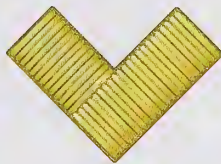
Line / Staff / Warrant Officer Corps Devices



Cryptologic Technician



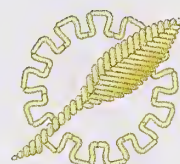
Engineering/
Nuclear
Power
Technician



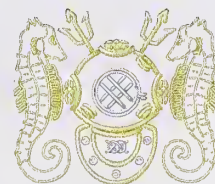
Repair Technician



Security Technician



Data Processing Technician



Diving Officer



Air Traffic Control Technician



Aerographer



Aviation Boatswain



Aviation Electronics Technician



Aviation Ordnance Technician

Navy Enlisted Ratings

General Seamanship



BM
Boatswain's Mate



SM
Signalman



GS
Gas Turbine System Technician
(used at pay grade E-9 only)
GSE (Electrical)
GSM (Mechanical)



IC
Interior Communications Electrician



OM
Opticalman



PM
Patternmaker



DC
Damage Controlman



AO
Aviation Ordnanceman



AM
Aviation Structural Mechanic
(used at paygrade E-8 only)
AME (Safety Equipment)
AMH (Hydraulics)
AMS (Structures)



FT
Fire Control Technician

Ships Operations



OS
Operations Specialist



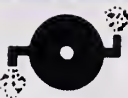
MM
Machinist's Mate



QM
Quartermaster



HT
Hull Maintenance Technician



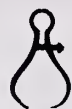
BT
Boiler Technician



EM
Electrician's Mate



EN
Engineman



IM
Instrumentman



MR
Machinery Repairman



ML
Molder

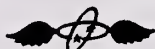
Aviation Maintenance/ Weapons



PR
Aircrew Survival Equipmentman



AE
Aviation Electrician's Mate



AT
Aviation Electronics Technician



AD
Aviation Machinist's Mate



AZ
Aviation Maintenance Administrationman

Aviation Ground Support



AB
Aviation Boatswain's Mate
(used at pay grade E-9 only)
ABE (Launching and Recovery Equipment)
ABF (Fuels)
ABH (Aircraft Handling)



AS
Aviation Support Equipment Technician



AC
Air Traffic Controller



ET
Electronics Technician



FC
Fire Controlman

Ordnance Systems



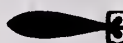
GM
Gunner's Mate
(used at pay grade E-7 and above)
GMG (Guns)
GMM (Missiles)



MN
Mineman



MT
Missile Technician



TM
Torpedoman's Mate



WT
Weapons Technician

Air Traffic Control

Weapons Control

Sensor Operations



EW
Electronics Warfare Technician



OT

Ocean Systems Technician
(used at paygrade E-9 only)

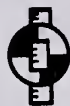
OTA (Analyst)

OTM (Maintainer)



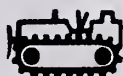
CM

Construction Mechanic
(becomes EQCM
at pay grade E-9)



EA

Engineering Aide
(becomes CUCM
at pay grade E-9)



EO

Equipment Operator
(becomes EQCM
at pay grade E-9)



DP

Data Processing Technician



DS

Data Systems Technician



SW

Steelworker
(becomes CUCM
at pay grade E-9)



UT

Utilitiesman
(becomes UCCM
at pay grade E-9)



BU

Builder
(becomes CUCM
at pay grade E-9)



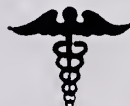
CE

Construction Electrician
(becomes UCCM
at pay grade E-9)



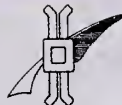
DT

Dental Technician



HM

Hospital Corpsman



LN

Legalman



NC

Navy Counselor



PN

Personnelman



PC

Postal Clerk



YN

Yeoman



RP

Religious Program
Specialist



AK

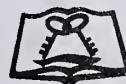
Aviation Storekeeper



DK

Disbursing Clerk

Administration



MS

Mess Management
Specialist



SH

Ship's Serviceman



SK

Storekeeper

Media



DM

Illustrator Draftsman



JO

Journalist



LI

Lithographer



PH

Photographer's Mate

Musician



MU

Musician

Master-at-Arms



MA

Master-at-Arms

Cryptography



CT

Cryptologic Technician

CTA (Administrative)

CTI (Interpretive)

CTM (Maintenance)

CTO (Communications)

CTR (Collection)

CTT (Technical)

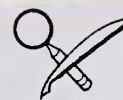
Communications



RM

Radioman

Intelligence



IS

Intelligence Specialist

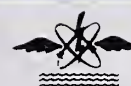
Meteorology



AG

Aerographer's Mate

Aviation Sensor Operations



AW

Aviation Systems
Warfare Operator






































Data Systems

Construction

Health Care

Logistics



| | | | | | | | | | |
|---|--|---|---------------------------------------|--|-----------------------------|---|--|---|---|
|  | Naval Astronaut |  | Naval Astronaut (NFO) |  | Naval Aviator |  | Naval Flight Officer |  | Naval Aviation Supply Corps |
|  | Aviation Experimental Psychologist and Aviation Physiologist |  | Surface Warfare Medical Service Corps |  | Flight Surgeon |  | Aircrew |  | Enlisted Aviation Warfare Specialist |
|  | Naval Aviation Observer and Flight Meteorologist |  | Dirigible Pilot |  | Surface Warfare Nurse Corps |  | Surface Warfare (officer) |  | Enlisted Surface Warfare Specialist |
|  | Surface Warfare Medical Corps |  | Surface Warfare Dental Corps |  | Special Operations |  | Seabee Combat Warfare Specialist (officer) |  | Enlisted Seabee Combat Warfare Specialist |
|  | Submarine Combat Patrol |  | Surface Supply Corps |  | Submarine Supply |  | Submarine Engineering Duty |  | Submarine (enlisted) |
|  | SSBN Deterrent Patrol (officer) |  | SSBN Deterrent Patrol (enlisted) |  | Special Warfare |  | Submarine Medical |  | Submarine (officer) |
|  | Diving (officer) |  | Diving (medical) |  | Master Diver |  | Naval Parachutist |  | Basic Parachutist |
| | | | | | |  | Deep Submergence (officer) |  | Deep Submergence |

SPECIAL PULLOUT

ALL HANDS FY96 Monthly Basic Pay Chart*

Cumulative Years of Service

| Pay Grade | Under 2 | Over 2 | Over 3 | Over 4 | Over 6 | Over 8 | Over 10 | Over 12 | Over 14 | Over 16 | Over 18 | Over 20 | Over 22 | Over 24 | Over 26 |
|---|---|--------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| E-9 | As a senior enlisted advisor of a military service, E-9 basic pay is 4008.60. | | | | | | | | | | | | | | |
| E-8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2199.60 | 2262.90 | 2322.30 | 2382.60 | 2445.60 | 2501.40 | 2562.90 | 2613.50 | 2671.50 | 2713.50 |
| E-7 | 1535.70 | 1658.10 | 1719.00 | 1779.60 | 1840.20 | 1898.70 | 1959.60 | 2020.80 | 2112.00 | 2172.00 | 2232.00 | 2261.40 | 2413.20 | 2533.20 | 2713.50 |
| E-6 | 1321.20 | 1440.30 | 1500.00 | 1563.90 | 1622.70 | 1680.90 | 1742.70 | 1832.40 | 1890.00 | 1950.60 | 1980.60 | 1980.60 | 1980.60 | 1980.60 | 1980.60 |
| E-5 | 1159.50 | 1262.10 | 1323.30 | 1380.90 | 1471.80 | 1531.80 | 1592.10 | 1650.90 | 1680.90 | 1680.90 | 1680.90 | 1680.90 | 1680.90 | 1680.90 | 1680.90 |
| E-4 | 1081.20 | 1142.10 | 1209.30 | 1302.60 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 |
| E-3 | 1019.10 | 1074.90 | 1117.50 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 |
| E-2 | 980.70 | 980.70 | 980.70 | 980.70 | 980.80 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 |
| E-1 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 |
| E-1 Midn | 809.10 | (Less than 4 mos. active duty) | | | | | | | | | | | | | |
| | 558.04 | | | | | | | | | | | | | | |
| Enlisted Members | | | | | | | | | | | | | | | |
| E-9 | 2623.20 | 2682.00 | 2742.60 | 2805.60 | 2868.60 | 2924.10 | 3077.40 | 3197.40 | 3377.10 | | | | | | |
| E-8 | 2262.90 | 2322.30 | 2382.60 | 2445.60 | 2501.40 | 2562.90 | 2713.50 | 2834.40 | 3015.90 | | | | | | |
| E-7 | 2020.80 | 2112.00 | 2172.00 | 2232.00 | 2261.40 | 2413.20 | 2533.20 | 2713.50 | | | | | | | |
| E-6 | 1898.70 | 1959.60 | 1980.60 | 1980.60 | 1980.60 | 1980.60 | 1980.60 | 1980.60 | 1980.60 | | | | | | |
| E-5 | 1680.90 | 1742.70 | 1832.40 | 1890.00 | 1950.60 | 1980.60 | 1980.60 | 1980.60 | 1980.60 | 1980.60 | | | | | |
| E-4 | 1592.10 | 1650.90 | 1680.90 | 1680.90 | 1680.90 | 1680.90 | 1680.90 | 1680.90 | 1680.90 | 1680.90 | 1680.90 | | | | |
| E-3 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | 1354.20 | | | |
| E-2 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | 1161.90 | | |
| E-1 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 | 980.70 |
| E-1 Midn | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 | 874.80 |
| Warrant Officers | | | | | | | | | | | | | | | |
| W-5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3848.10 | 3993.90 | 4109.40 | 4282.50 |
| W-4 | 2254.80 | 2419.20 | 2419.20 | 2474.40 | 2586.00 | 2700.90 | 2814.30 | 3011.10 | 3150.90 | 3261.60 | 3348.90 | 3456.90 | 3572.70 | 3684.00 | 3851.10 |
| W-3 | 2049.30 | 2223.00 | 2223.00 | 2251.80 | 2277.90 | 2444.70 | 2586.90 | 2671.50 | 2756.10 | 2838.60 | 2926.80 | 3041.10 | 3150.90 | 3150.90 | 3261.60 |
| W-2 | 1794.90 | 1941.90 | 1941.90 | 1998.30 | 2107.50 | 2223.00 | 2307.30 | 2391.90 | 2474.40 | 2561.40 | 2645.40 | 2728.50 | 2838.60 | 2838.60 | 2838.60 |
| W-1 | 1495.20 | 1714.50 | 1714.50 | 1857.60 | 1941.90 | 2025.00 | 2107.50 | 2194.50 | 2277.90 | 2362.80 | 2444.70 | 2532.30 | 2532.30 | 2532.30 | 2532.30 |
| Commissioned Officers | | | | | | | | | | | | | | | |
| O-10 | 7145.70 | 7397.10 | 7397.10 | 7397.10 | 7397.10 | 7681.20 | 7681.20 | 8106.60 | 8106.60 | 8686.50 | 8686.50 | 9268.20 | 9268.20 | 9268.20 | 9845.40 |
| O-9 | 6333.00 | 6498.90 | 6637.50 | 6637.50 | 6637.50 | 6806.10 | 6806.10 | 7089.30 | 7089.30 | 7681.20 | 7681.20 | 8106.60 | 8106.60 | 8106.60 | 8686.50 |
| O-8 | 5736.00 | 5908.20 | 6048.30 | 6048.30 | 6048.30 | 6498.90 | 6498.90 | 6806.10 | 6806.10 | 7089.30 | 7397.10 | 7681.20 | 7870.50 | 7870.50 | 7870.50 |
| O-7 | 4766.10 | 5090.40 | 5090.40 | 5090.40 | 5318.70 | 5626.80 | 5626.80 | 5908.20 | 6498.90 | 6945.90 | 6945.90 | 6945.90 | 6945.90 | 6945.90 | 6945.90 |
| O-6 | 3532.50 | 3881.10 | 4135.50 | 4135.50 | 4135.50 | 4135.50 | 4135.50 | 4276.20 | 4952.40 | 5205.00 | 5318.70 | 5626.80 | 5817.00 | 6102.60 | 6102.60 |
| O-5 | 2825.40 | 3317.40 | 3546.90 | 3546.90 | 3546.90 | 3546.90 | 3654.00 | 3851.10 | 4109.10 | 4416.60 | 4669.50 | 4811.40 | 4979.40 | 4979.40 | 4979.40 |
| O-4 | 2381.40 | 2900.10 | 3093.60 | 3093.60 | 3150.90 | 3289.80 | 3514.50 | 3711.90 | 3881.10 | 4051.80 | 4163.10 | 4163.10 | 4163.10 | 4163.10 | 4163.10 |
| O-3 | 2213.10 | 2474.40 | 2645.40 | 2926.80 | 3066.90 | 3176.70 | 3348.90 | 3514.50 | 3600.60 | 3600.60 | 3600.60 | 3600.60 | 3600.60 | 3600.60 | 3600.60 |
| O-2 | 1929.90 | 2107.50 | 2532.30 | 2617.20 | 2671.50 | 2671.50 | 2671.50 | 2671.50 | 2671.50 | 2671.50 | 2671.50 | 2671.50 | 2671.50 | 2671.50 | 2671.50 |
| O-1 | 1675.50 | 1743.90 | 2107.50 | 2107.50 | 2107.50 | 2107.50 | 2107.50 | 2107.50 | 2107.50 | 2107.50 | 2107.50 | 2107.50 | 2107.50 | 2107.50 | 2107.50 |
| O-3E | 0.00 | 0.00 | 0.00 | 0.00 | 2926.80 | 2066.90 | 3176.70 | 3348.90 | 3514.50 | 3654.00 | 3654.00 | 3654.00 | 3654.00 | 3654.00 | 3654.00 |
| O-2E | 0.00 | 0.00 | 0.00 | 0.00 | 2617.20 | 2671.50 | 2756.10 | 2900.10 | 3011.10 | 3093.60 | 3093.60 | 3093.60 | 3093.60 | 3093.60 | 3093.60 |
| O-1E | 0.00 | 0.00 | 0.00 | 0.00 | 2107.50 | 2251.80 | 2334.60 | 2419.20 | 2503.20 | 2617.20 | 2617.20 | 2617.20 | 2617.20 | 2617.20 | 2617.20 |
| Officers With More Than Four Years Active Duty as Enlisted or Warrant | | | | | | | | | | | | | | | |

| Proposed Basic Allowance for Quarters Dependents | | | | Full | | Without Partial | | With | |
|--|--------|-------|--------|------|--|-----------------|--|------|--|
| E-9 | 478.50 | 18.60 | 630.60 | | | | | | |
| E-8 | 439.20 | 15.30 | 581.40 | | | | | | |
| E-7 | 375.00 | 12.00 | 539.70 | | | | | | |
| E-6 | 339.60 | 9.90 | 498.90 | | | | | | |
| E-5 | 313.20 | 8.70 | 448.50 | | | | | | |
| E-4 | 272.40 | 8.10 | 390.00 | | | | | | |
| E-3 | 267.30 | 7.80 | 363.00 | | | | | | |
| E-2 | 217.20 | 7.20 | 345.50 | | | | | | |
| E-1 | 193.50 | 6.90 | 345.50 | | | | | | |
| W-5 | 655.80 | 25.20 | 716.70 | | | | | | |
| W-4 | 582.60 | 25.20 | 657.00 | | | | | | |
| W-3 | 489.60 | 20.70 | 602.10 | | | | | | |
| W-2 | 434.70 | 15.90 | 553.80 | | | | | | |
| W-1 | 363.90 | 13.80 | 479.10 | | | | | | |
| O-10 | 788.40 | 50.70 | 970.50 | | | | | | |
| O-9 | 788.40 | 50.70 | 970.50 | | | | | | |
| O-8 | 788.40 | 50.70 | 970.50 | | | | | | |
| O-7 | 788.40 | 50.70 | 970.50 | | | | | | |
| O-6 | 723.30 | 39.60 | 873.90 | | | | | | |
| O-5 | 696.60 | 33.00 | 842.40 | | | | | | |
| O-4 | 645.60 | 26.70 | 742.50 | | | | | | |
| O-3 | 517.50 | 22.20 | 614.40 | | | | | | |
| O-2 | 410.40 | 17.70 | 524.70 | | | | | | |
| O-1 | 345.60 | 13.20 | 468.90 | | | | | | |
| O-3E | 558.60 | 22.20 | 660.30 | | | | | | |
| O-2E | 474.90 | 17.70 | 595.80 | | | | | | |
| O-1E | 408.30 | 13.20 | 550.50 | | | | | | |

ORDER OF PRECEDENCE — U.S. NAVY



MEDAL OF HONOR



NAVY CROSS



DEFENSE
DISTINGUISHED
SERVICE MEDAL



DISTINGUISHED
SERVICE MEDAL



SILVER STAR



DEFENSE SUPERIOR
SERVICE MEDAL



LEGION OF MERIT



DISTINGUISHED FLYING
CROSS



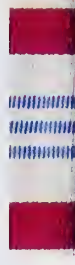
NAVY AND MARINE
CORPS MEDAL



BRONZE STAR



PURPLE HEART



DEFENSE MERITORIOUS
SERVICE MEDAL



MERITORIOUS SERVICE
MEDAL



AIR MEDAL



JOINT SERVICE
COMMENDATION
MEDAL



NAVY/MARINE CORPS
COMMENDATION MEDAL



JOINT SERVICE
ACHIEVEMENT MEDAL



NAVY/MARINE CORPS
ACHIEVEMENT MEDAL



COMBAT ACTION
RIBBON



PRESIDENTIAL UNIT
CITATION



JOINT MERITORIOUS
UNIT AWARD



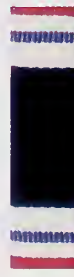
NAVY UNIT
COMMENDATION



MERITORIOUS UNIT
COMMENDATION



NAVY "E" RIBBON



POW MEDAL



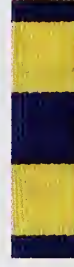
GOOD CONDUCT
MEDAL



NAVAL RESERVE
MERITORIOUS SERVICE
MEDAL



FLEET MARINE FORCE
RIBBON



NAVY EXPEDITIONARY
MEDAL



CHINA SERVICE MEDAL



NAVY OCCUPATION
SERVICE MEDAL



NATIONAL DEFENSE
SERVICE MEDAL



KOREAN SERVICE MEDAL



ANTARCTICA SERVICE
MEDAL



ARMED FORCES
EXPEDITIONARY MEDAL



VIETNAM SERVICE
MEDAL



SOUTHWEST ASIA
SERVICE MEDAL



HUMANITARIAN
SERVICE MEDAL



SEA SERVICE
DEPLOYMENT RIBBON



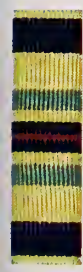
NAVY ARCTIC SERVICE
RIBBON



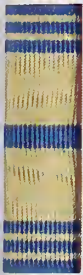
NAVAL RESERVE SEA
SERVICE RIBBON



NAVY AND MARINE
CORPS OVERSEAS
SERVICE RIBBON



**NAVY RECRUITING SERVICE
RIBBON**



**ARMED FORCES RESERVE
MEDAL**



NAVAL RESERVE MEDAL



**PHILIPPINE
PRESIDENTIAL UNIT
CITATION**



**REPUBLIC OF KOREA
PRESIDENTIAL UNIT
CITATION**



**REPUBLIC OF VIETNAM
PRESIDENTIAL UNIT
CITATION**



**REPUBLIC OF VIETNAM
GALLANTRY CROSS
UNIT CITATION**



**REPUBLIC OF VIETNAM
CIVIL ACTIONS UNIT
CITATION**



**UNITED NATIONS
SERVICE MEDAL**



**UNITED NATIONS
MEDAL**



**MULTINATIONAL FORCE
AND OBSERVERS MEDAL**



**INTER-AMERICAN
DEFENSE BOARD MEDAL**



**REPUBLIC OF VIETNAM
CAMPAIGN MEDAL**



**KUWAIT LIBERATION MEDAL
(Kingdom of Saudi Arabia)**



**EXPERT RIFLEMAN
MEDAL**



**EXPERT PISTOL SHOT
MEDAL**

DEVICES



GOLD STAR

Denotes each subsequent award of the same Navy decoration.



SILVER STAR

Worn in the same manner as the gold star, in lieu of five gold stars.



BRONZE SERVICE STAR

The bronze five-pointed service star represents participation in campaigns or operations, multiple qualification or an additional award to any of the various ribbons on which it is authorized. Also worn to denote first award of the single mission air medal after Nov. 22, 1989.



SILVER SERVICE STAR

Worn in the same manner as the bronze star, but each silver star is worn in lieu of five bronze service stars.



BRONZE OAK LEAF CLUSTER

The bronze oak leaf cluster represents second and subsequent entitlements of awards.



SILVER OAK LEAF CLUSTER

A silver oak leaf cluster is worn for the sixth, 11th, or in lieu of five bronze oak leaf clusters.



HOURLASS

Issued for each succeeding award of the Armed Forces Reserve Medal.



EUROPE AND ASIA CLASPS

Worn on the suspension ribbon of the Navy Occupation Service Medal.



WINTERED OVER

For wintering over on the Antarctic continent, a clasp for Antarctica Service Medal, suspension ribbon and a disc for the service ribbon of bronze for first winter, gold for second winter, silver for third winter.



"V" DEVICE

The metallic bronze letter "V" is authorized for acts or service involving direct participation in combat operations.



STRIKE/FLIGHT DEVICE

Bronze arabic numeral denotes the total number of strike/flight awards of the Air Medal earned subsequent to April 9, 1962.



FLEET MARINE FORCE COMBAT OPERATIONS INSIGNIA

For Navy personnel attached to fleet Marine force units participating in combat operations.

The above display represents the correct order of precedence for ribbons most likely to be worn today on the Navy uniform. Devices worn on these ribbons must be worn in a specific manner and are used to denote additional awards or participation in a specific event. For additional information about the proper order of display, placement of devices or about ribbons not shown, refer to SECNAV/INST 1650.1F and U.S. Navy Uniform Regulation (NAVPERS 1566.5G).

Monthly Career Sea Pay Chart

| Pay Grade | 1 or less | Over 1 | Over 2 | Over 3 | Over 4 | Over 5 | Over 6 | Over 7 | Over 8 | Over 9 | Over 10 | Over 11 | Over 12 | Over 13 | Over 14 | Over 16 | Over 18 | Over 20 |
|-----------------------|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|
| E-9 | 100.00 | 100.00 | 120.00 | 175.00 | 190.00 | 350.00 | 350.00 | 375.00 | 390.00 | 400.00 | 400.00 | 410.00 | 420.00 | 450.00 | 475.00 | 520.00 | | |
| E-8 | 100.00 | 100.00 | 120.00 | 175.00 | 190.00 | 350.00 | 350.00 | 375.00 | 390.00 | 400.00 | 400.00 | 410.00 | 420.00 | 450.00 | 475.00 | 500.00 | 520.00 | |
| E-7 | 100.00 | 100.00 | 120.00 | 175.00 | 190.00 | 350.00 | 350.00 | 375.00 | 390.00 | 400.00 | 400.00 | 410.00 | 420.00 | 450.00 | 475.00 | 500.00 | | |
| E-6 | 100.00 | 100.00 | 120.00 | 150.00 | 170.00 | 316.00 | 325.00 | 350.00 | 350.00 | 365.00 | 365.00 | 365.00 | 380.00 | 395.00 | 410.00 | 425.00 | 450.00 | |
| E-5 | 50.00 | 60.00 | 120.00 | 150.00 | 170.00 | 316.00 | 325.00 | 350.00 | | | | | | | | | | |
| E-4 | 50.00 | 60.00 | 120.00 | 150.00 | 160.00 | | | | | | | | | | | | | |
| Enlisted Members | | | | | | | | | | | | | | | | | | |
| W-5 | 150.00 | 150.00 | 150.00 | 150.00 | 170.00 | 290.00 | 310.00 | 310.00 | 310.00 | 310.00 | 350.00 | 375.00 | 400.00 | 400.00 | 450.00 | 450.00 | 500.00 | |
| W-4 | 150.00 | 150.00 | 150.00 | 150.00 | 170.00 | 290.00 | 310.00 | 310.00 | 310.00 | 310.00 | 350.00 | 375.00 | 400.00 | 400.00 | 450.00 | 450.00 | 500.00 | |
| W-3 | 150.00 | 150.00 | 150.00 | 150.00 | 170.00 | 270.00 | 280.00 | 285.00 | 290.00 | 310.00 | 350.00 | 375.00 | 400.00 | 400.00 | 425.00 | 450.00 | | |
| W-2 | 150.00 | 150.00 | 150.00 | 150.00 | 170.00 | 260.00 | 265.00 | 265.00 | 270.00 | 310.00 | 340.00 | 375.00 | 400.00 | | | | | |
| W-1 | 130.00 | 135.00 | 140.00 | 150.00 | 170.00 | 175.00 | 200.00 | 250.00 | 270.00 | 300.00 | 325.00 | 325.00 | 340.00 | 340.00 | 360.00 | 375.00 | | |
| Warrant Officers | | | | | | | | | | | | | | | | | | |
| O-6 | 225.00 | 230.00 | 230.00 | 230.00 | 240.00 | 240.00 | 255.00 | 265.00 | 280.00 | 290.00 | 300.00 | 310.00 | 310.00 | 325.00 | 340.00 | 350.00 | 380.00 | |
| O-5 | 225.00 | 225.00 | 225.00 | 225.00 | 230.00 | 230.00 | 245.00 | 245.00 | 260.00 | 260.00 | 265.00 | 265.00 | 265.00 | 265.00 | 285.00 | 300.00 | 315.00 | 340.00 |
| O-4 | 185.00 | 190.00 | 200.00 | 200.00 | 200.00 | 205.00 | 215.00 | 220.00 | 220.00 | 225.00 | 225.00 | 225.00 | 240.00 | 240.00 | 270.00 | 280.00 | 290.00 | 300.00 |
| O-3 | 150.00 | 160.00 | 185.00 | 185.00 | 190.00 | 195.00 | 205.00 | 205.00 | 215.00 | 225.00 | 225.00 | 240.00 | 240.00 | 240.00 | 260.00 | 270.00 | 280.00 | 290.00 |
| O-2 | 150.00 | 160.00 | 185.00 | 185.00 | 190.00 | 195.00 | 205.00 | 205.00 | 215.00 | 225.00 | 225.00 | 240.00 | 240.00 | 240.00 | 250.00 | 260.00 | 270.00 | 280.00 |
| O-1 | 150.00 | 160.00 | 185.00 | 185.00 | 190.00 | 195.00 | 205.00 | 205.00 | 215.00 | 225.00 | 225.00 | 240.00 | 240.00 | 240.00 | 250.00 | 260.00 | 270.00 | 280.00 |
| Commissioned Officers | | | | | | | | | | | | | | | | | | |

Source: Defense Finance and Accounting Service

Monthly Submarine Pay Chart

| Pay Grade | 2 or less | Over 2 | Over 3 | Over 4 | Over 6 | Over 8 | Over 10 | Over 12 | Over 14 | Over 16 | Over 18 | Over 20 | Over 22 | Over 24 | Over 26 |
|-----------------------|-----------|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| E-9 | 225.00 | 225.00 | 225.00 | 270.00 | 295.00 | 310.00 | 315.00 | 330.00 | 345.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 |
| E-8 | 225.00 | 225.00 | 225.00 | 250.00 | 270.00 | 295.00 | 310.00 | 315.00 | 330.00 | 330.00 | 345.00 | 345.00 | 345.00 | 345.00 | 345.00 |
| E-7 | 225.00 | 225.00 | 225.00 | 250.00 | 255.00 | 265.00 | 275.00 | 295.00 | 310.00 | | | | | | |
| E-6 | 155.00 | 170.00 | 175.00 | 215.00 | 230.00 | 245.00 | 255.00 | 265.00 | | | | | | | |
| E-5 | 140.00 | 155.00 | 155.00 | 175.00 | 190.00 | 195.00 | | | | | | | | | |
| E-4 | 80.00 | 95.00 | 100.00 | 170.00 | 175.00 | | | | | | | | | | |
| E-3 | 80.00 | 95.00 | 95.00 | 170.00 | 175.00 | 90.00 | | | | | | | | | |
| E-2 | 75.00 | 90.00 | | | | | | | | | | | | | |
| E-1 | 75.00 | | | | | | | | | | | | | | |
| Warrant Officers | | | | | | | | | | | | | | | |
| W-1 to W-5 | 235.00 | 310.00 | 310.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 |
| Commissioned Officers | | | | | | | | | | | | | | | |
| O-8 to O-10 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 |
| O-7 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 355.00 | 540.00 | 535.00 | 535.00 | 410.00 | 410.00 | 355.00 |
| O-6 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | | |
| O-5 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | 595.00 | | |
| O-4 | 365.00 | 365.00 | 365.00 | 405.00 | 595.00 | | | | | | | | | | |
| O-3 | 355.00 | 365.00 | 365.00 | 390.00 | 595.00 | | | | | | | | | | |
| O-2 | 235.00 | 235.00 | 235.00 | 235.00 | 235.00 | 235.00 | | | | | | | | | |
| O-1 | 175.00 | 175.00 | 175.00 | 175.00 | 175.00 | 175.00 | 235.00 | 355.00 | | | | | | | |

Source: Defense Finance and Accounting Office

Aviation Career Incentive Pay

| Phase I Years of Aviation Service | Monthly Amount | Phase II Years of Service as an Officer | Monthly Amount |
|--------------------------------------|----------------|--|----------------|
| 2 or less | \$125 | Over 18 | \$585 |
| Over 2 | \$156 | Over 20 | \$495 |
| Over 3 | \$188 | Over 22 | \$385 |
| Over 4 | \$206 | Over 25 | \$250 |
| Over 6 | \$650 | | |

Hazardous Duty Incentive Pay

| | W-1 | |
|------------|-------|-------|
| E-7 to E-9 | \$200 | \$125 |
| E-6 | \$175 | \$110 |
| E-5 | \$150 | \$250 |
| E-4 | \$125 | \$225 |
| E-1 to E-3 | \$110 | \$175 |
| W-4 to W-5 | \$250 | \$150 |
| W-3 | \$175 | |
| W-2 | \$150 | |

* Note: Proposed 2.4 percent pay raise.

Proposed 1996 Basic Allowance for Subsistence

Enlisted

| | | | |
|---|----------------|------------|-----------------|
| Rations in kind not available | \$7.43 per day | All Others | \$ 8.06 per day |
| On leave or authorized to mess separately | \$6.59 per day | | \$ 7.15 per day |
| Emergency conditions/no govt. mess avail. | \$9.86 per day | | \$10.67 per day |

Officers (Includes commissioned, warrants and aviation cadets) \$149.67 per month

SPECIAL PULLOUT



First Class Diver Second Class Diver Scuba Diver

Explosive Ordnance Disposal

Senior Explosive Ordnance Disposal

Master Explosive Ordnance Disposal



Integrated Undersea Integrated Undersea Surveillance System (enlisted)

(officer)

Command Ashore/Project Manager

Small Craft (officer)

Small Craft (enlisted)



Presidental Service Badge

Vice Presidental Service Badge

Craftmaster

Office of the Secretary of Defense

Joint Chiefs of Staff



Career Counselor

Recruiting Command

Recruiting Command for Excellence

Recruit Company Commander



U.S. Navy Police (officer)

U.S. Navy Police (enlisted)

U.S. Navy Security

U.S. Navy Guard

U.S. Navy Corrections

U.S. Navy Master-at-Arms

POWER AND PERFOR

The Role of the Aircraft

Carrier and Crew

"When word of a crisis breaks out in Washington, it's no accident that the first question that comes to everyone's lips is: 'Where is the nearest carrier?'"

— President Bill Clinton
Aboard USS Theodore Roosevelt
March 12, 1993

Ever since the Battle of Midway during World War II, the strategic importance of the aircraft carrier has been reaffirmed time and again. When a crisis erupts anywhere in the world and U.S. interests are imperiled, an aircraft carrier and its battle group are generally less than 48 hours away.

That's one reason why the aircraft carrier has been called our nation's most flexible tool of diplomacy. It serves as a highly visible deterrent to would-be aggressors. If deterrence fails, the carrier and its battle group offer the most versatile and powerful weapons system available.

A traditional battle group consists of an aircraft carrier and its air wing of more than 80 planes, two cruisers, four destroyers, two attack submarines, eight helicopters and a fast combat support ship.

The carrier is "home" to about 6,000 Sailors. Its mission is to provide a floating, mobile airport for tactical aircraft. As a self-contained city, the carrier has virtually the same amenities as any American city with a comparable population. It has a daily newspaper, radio and television stations, fire department, library, hospital, ship's store, laundry, two barber shops, even a post office with its own zip code.

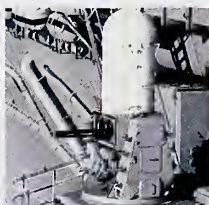
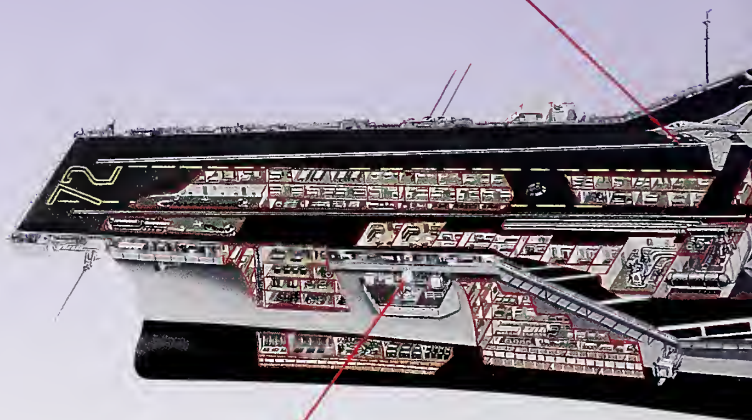
SPECIFICATIONS

| | |
|---------------|--|
| Displacement: | 102,000 tons |
| Length: | 1,092 ft. |
| Width: | 134 ft. |
| Propulsion: | Nuclear power; 4 turbines; 260,000 horsepower; 4 shafts |
| Speed: | 30+ knots |
| Complement: | Ship's company 3,185 Air Wing 2,800 |
| Weapons: | 4 - 20mm Close-in Weapons Systems NATO Sea Sparrow missile system |

AIRCRAFT LAUNCHING



As many as four planes can be launched from an aircraft carrier every minute. In less than three seconds, powerful steam catapults can accelerate a fully-loaded, 48,000 pound F/A-18C from zero to 165 miles per hour in about 310 feet.



FIRE-POWER

Although aircraft make up the carrier's main line of defense, the close-in weapons system, or Vulcan Phalanx Gatling Gun's, with its six barrels, can fire more than 4,500 20mm shells a minute at an incoming missile or aircraft.

ANCE FROM THE SEA



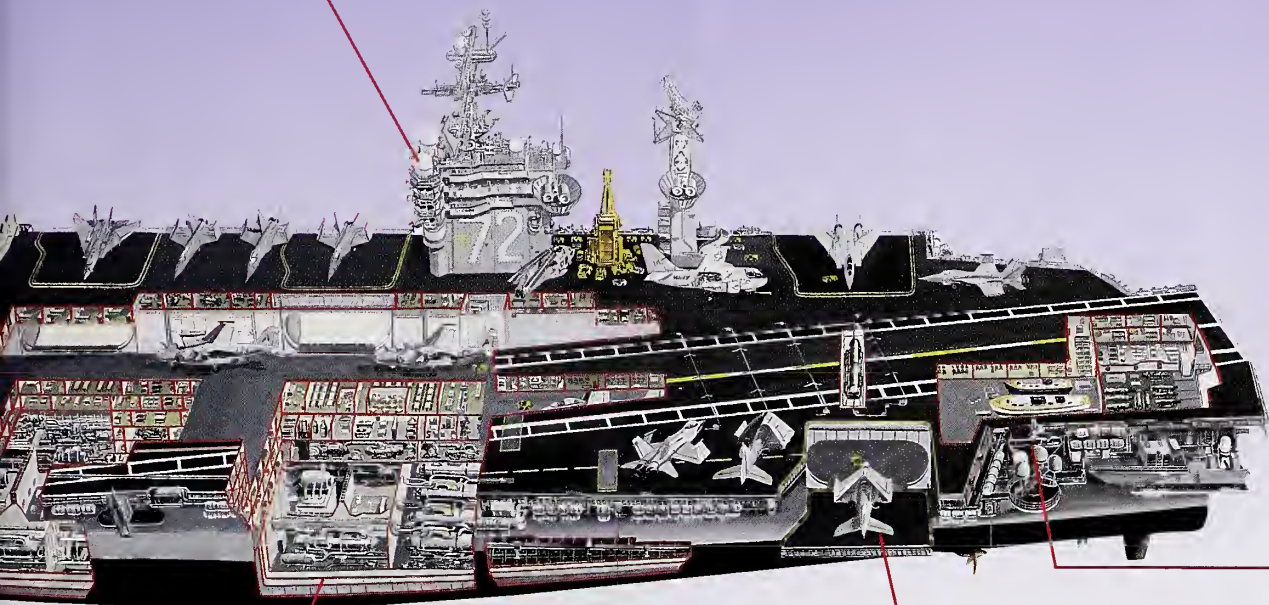
THE BRIDGE

An aircraft carrier's bridge watch team is responsible for the safe navigation of the ship. From the Officer of the Deck to the Helmsman, all watch team members must keep alert to every evolution.



AIR WING

The ship's air wing has more than 80 aircraft. Landing Signal Officers provide instant feedback to pilots as they approach the carrier.



STEAMING POWER

More than 350 Engineering Department Sailors help keep these floating fortresses at sea. Nuclear power generates steam to drive four turbines

producing more than 260,000 horsepower, capable of powering the 102,000-ton carrier to its destination at more than 30 knots.



ARRESTING GEAR

Four large cables are stretched across the flight deck landing area. As the aircraft hits the deck, the tailhook catches one of the wires. The tension on the wires is adjusted on arresting

gear machinery below deck to safely stop the aircraft.



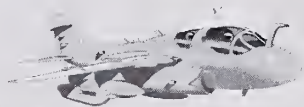
Fighters, Bombers & Tactical Aircraft



F/A-18E/F Hornet

The F/A-18 all-weather strike fighter provides fleet defense and escort. It is also used for force projection, interdiction and air support. The E/F model boasts increased range, more powerful engines, heavier payload and increased bring-back capability.

Wingspan: 37 ft., 6 inches
 Length: 56 ft.
 Height: 15 ft., 3.5 in.
 Speed: Mach 1.8+
 Range: 2,073 miles
 Armament: 20mm M-61A1 *Vulcan* cannon
Sparrow III missile (fighter)
Sidewinder missile (fighter)
 Guided/conventional air-to-ground ordnance (attack)
Harpoon & *HARM* missiles
 Crew: 1 (A, C & E); 2 (B, D & F)



EA-6B Prowler

The all-weather, subsonic *Prowler* supports air strikes and ground troops by jamming enemy radar, and providing electronic data links and communications.

Wingspan: 53 ft.
 Length: 59 ft., 10 inches
 Height: 16 ft., 3 inches
 Speed: 610 mph
 Range: 1,099 miles
 Armament: *HARM* missiles
 Crew: 4



F-14D Tomcat

The variable sweep wing, F-14 *Tomcat* destroys multiple targets in all weather conditions, using a vast array of weapons. The *Tomcat* is also used for power projection and as an interceptor. The aircraft has recently been adapted for an air-to-ground attack role.

Wingspan: 64 ft. (unswept);
 38 ft. (swept)
 Length: 61 ft., 8 inches
 Height: 16 ft.
 Speed: Mach 2+
 Range: 2,300 miles
 Armament: AIM-54s, AIM-7s and AIM-9s
 Air-to-ground ordnance
 20mm M-61A1 *Vulcan* cannon
 Crew: 2



S-3 Viking

The carrier-based, all-weather, multi-mission S-3 *Viking* seeks and destroys submarines and provides surveillance.

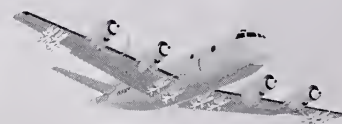
Wingspan: 68 ft., 8 inches
 Length: 53 ft., 4 inches
 Height: 22 ft., 9 inches
 Speed: 518 mph
 Range: 2,645 miles
 Armament: *Harpoon* missiles; rockets; mines; torpedoes; depth charges
 Crew: 4



A-6E Intruder

The A-6E, an all-weather, two-seat carrier-based attack bomber, destroys fixed and moving targets on land or at sea.

Wingspan: 53 ft.
 Length: 54 ft., 9 inches
 Height: 16 ft., 2 inches
 Speed: 644 mph
 Range: 1,011 miles
 Armament: *HARM*, *Sidewinder* and *Harpoon* missiles
 Crew: 2



P-3C Orion

The P-3C is a land-based, long-range anti-submarine patrol aircraft. Using sonobuoys and magnetic anomaly detection equipment, it detects, identifies and destroys submarines.

Wingspan: 99 ft., 8 inches
 Length: 116 ft., 10 inches
 Height: 33 ft., 8 inches
 Speed: 473 mph
 Range: 2,383 miles
 Armament: *Harpoon* missile
 MK-46 torpedoes, mines; depth charges; sonobuoys
 Crew: 10

Command and Control Aircraft



E-2C Hawkeye

The carrier-based E-2C aircraft uses computer sensors to provide early warning, threat analysis and counteraction control for a carrier battle group.

Wingspan: 80 ft., 7 inches
 Length: 57 ft., 6 inches
 Height: 18 ft., 4 inches
 Speed: 389 mph
 Range: 1,500+ miles
 Armament: None
 Crew: 5



E-6A TACAMO

The E-6A provides secure, jam-resistant strategic communications relay for submarines using a wire antenna several thousand feet long.

Wingspan: 148 ft., 4 inches
 Length: 152 ft., 11 inches
 Height: 42 ft., 5 inches
 Speed: 610 mph
 Range: 6,700 miles
 Armament: None
 Crew: 14

Training Aircraft



T-45A Goshawk

The T-45 serves as an intermediate and advanced pilot trainer for jet carrier aviation and tactical strike missions.

Wingspan: 30 ft., 10 inches
 Length: 39 ft., 4 inches
 Height: 14 ft.
 Speed: 620 mph
 Range: 1150 miles
 Armament: None
 Crew: 2 (instructor, student)



Helicopters



SH-3H Sea King

The ship-based SH-3H all-weather helicopter detects, classifies, tracks and destroys submarines, and provides support, search and rescue functions.

Length: 54 ft., 9 inches
Height: 17 ft.
Speed: 136 mph
Range: 623 miles
Armament: 2 - MK-46 torpedoes
Crew: 4



SH-2G Seasprite

The ship-based SH-2F helicopter provides anti-submarine and anti-ship surveillance, and targets aircraft.

Length: 52 ft., 7 inches
Height: 15 ft.
Speed: 153 mph
Range: 391 miles
Armament: 2 - MK-46 torpedoes
Crew: 3



UH-46 Sea Knight

The versatile UH-46 transports cargo and personnel and conducts search and rescue missions.

Length: 46 ft.
Height: 17 ft.
Speed: 165 mph
Range: 132+ miles
Armament: None
Crew: 4



SH-60B Seahawk

The SH-60 is part of the LAMPS Mk-III computer integrated ship/helicopter weapons system. It provides a remote platform for weapons deployment, sensor information and surveillance.

Length: 64 ft., 10 inches
Height: 17 feet
Speed: 144 mph
Range: 380 + miles
Armament: 2 - MK-46 torpedoes
Crew: 3

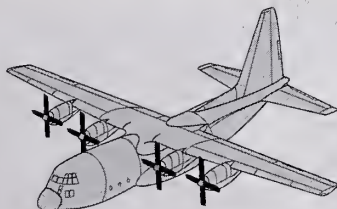


CH-53 Sea Stallion

The CH-53 helicopter transports personnel, equipment and supplies. It can be equipped for mine countermeasures and amphibious operations.

Length: 67 ft., 5 inches
Height: 24 ft., 11 inches
Speed: 184 mph
Range: 665 miles
Armament: None
Crew: 3

Transport Aircraft



C-130 Hercules

The versatile, multi-purpose C-130 transports personnel and cargo and can be outfitted for special operations.

Wingspan: 132 ft., 7 inches
Length: 97 ft., 9 inches
Height: 38 ft., 3 inches
Speed: 374 mph
Range: 2,350 miles w/ max. payload;
5,200 empty
Armament: None; can be fitted with 7.62mm miniguns, 20mm Vulcan cannons, 40mm Bofors cannons and 105mm Howitzer
Crew: 5



C-9B Skytrain II

The C-9B provides intratheater transport and logistics support. It also airlifts naval reservists to and from training sites.

Wingspan: 93 ft., 3 inches
Length: 119 ft., 3 inches
Height: 27 ft., 5 inches
Speed: 565 mph
Range: 2,000 miles
Armament: None
Crew: 8



C-2A Greyhound

The C-2A turboprop delivers critical logistics support to carriers through its primary mission of Carrier On-board Delivery (COD).

Wingspan: 80 ft., 7 inches
Length: 56 ft., 10 inches
Height: 15 ft., 11 inches
Speed: 357 mph
Range: 1,796 miles
Armament: None
Crew: 4

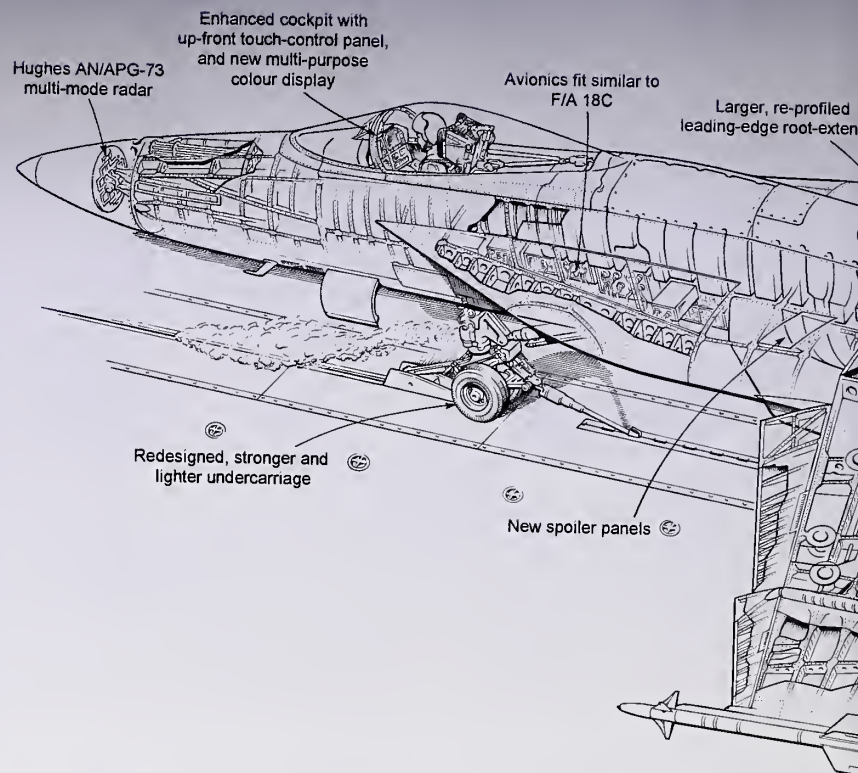
POWER AND PERFOR

The F/A-18 E/F, known as the *Super*

Hornet, is the Navy's newest fighter/attack aircraft. Both the single-seat E-model and two-seat F-model offer longer range, greater endurance, more payload-carrying ability, more powerful engines, increased carrier bringback capability and enhance survivability.

Structural changes to the airframe increase internal fuel capacity by 3,600 pounds or 33 percent. This extends the *Super Hornet's* mission radius by up to 40 percent.

The fuselage is slightly longer and the wings are 25 percent larger, providing 100 additional square feet of surface area. Two weapons stations have been added, for a total of 11. New engines provide 35 percent more thrust and improve overall mission performance.

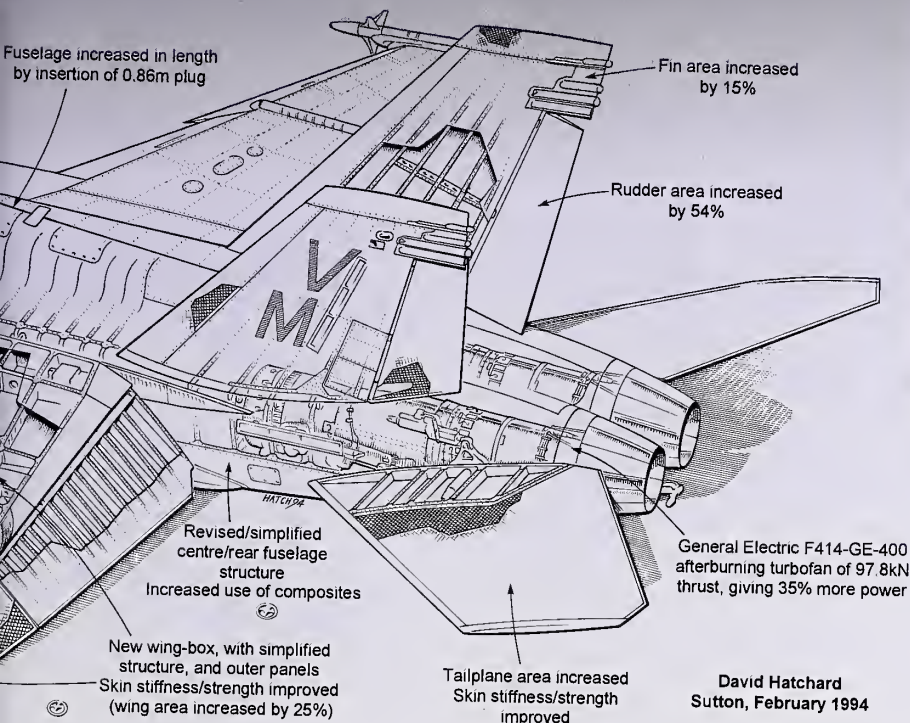


SPECIFICATIONS

| | |
|-------------|--|
| Type: | Twin-turbofan tactical aircraft |
| Propulsion: | Two GE F414 turbofan engines |
| Radar: | Hughes APG-73 multimode radar |
| Wingspan: | 41 ft., 4 inches |
| Length: | 60 ft., 4 inches |
| Height: | 16 ft. |
| Speed: | Mach 1.8+ |
| Range: | 759+ miles |
| Payload: | 17,750 pounds max |
| Armament: | 20mm M-61A1 <i>Vulcan</i> cannon <i>Sparrow III</i> missile (fighter) <i>Sidewinder</i> missile (fighter) Guided /conventional air-to-ground ordnance (attack) <i>Harpoon</i> & <i>HARM</i> missiles |
| Crew: | 1 (E); 2 (F) |



ANCE FROM THE SEA



David Hatchard
Sutton, February 1994



Air-to-Air Missiles



Sparrow

Primary mission: Highly maneuverable, radar-guided missile, with all-weather capability, can attack high-performance aircraft and missiles from any direction. **Dimensions:** length – 12 ft.; diameter – 8 in.; weight – 510 lbs. **Range:** more than 30 nautical miles. **Payload:** blast fragmentation, high explosive.

Phoenix

Primary mission: All-weather, long-range missile, carried in clusters, up to six missiles on the F-14; provides near simultaneous launch against multiple air targets. **Dimensions:** length – 13 ft.; diameter – 15 in.; weight – 989 lbs. **Range:** more than 104 nautical miles. **Payload:** proximity fuse, high-explosive; weight – 135 lbs.

Sidewinder

Primary mission: All-weather, heat-seeking, short-range, dogfight missile; can be used day or night and hones in on the engine exhaust of target aircraft. **Dimensions:** length – 9 ft., 4.2 in.; diameter – 5 in.; weight – 188 lbs. **Range:** 10,000 to 20,000 yards. **Payload:** annular blast fragmentation; weight – 20.8 lbs.

AMRAAM

Primary mission: All-weather, radar-guided beyond-visual range missile; provides launch and leave capability and multiple target engagement capability. **Dimensions:** length – 11 ft., 9 in.; diameter – 7 in.; weight – 300 lbs. **Range:** 39 nautical miles. **Payload:** blast high explosive.

Cruise Missiles

Tomahawk

Primary mission: Long-range, subsonic cruise missile; conventionally armed for anti-surface warfare; and conventionally or nuclear-armed in land attack versions. **Dimensions:** length – 18 ft., 3 in.; diameter – 20.4 in. **Payload:** Conventional – 1,000 lb. *Bullpup* or conventional submunitions dispenser with combined effect bomblets. Nuclear – W-80 warhead.

Harpoon

Primary mission: All-weather, over-the-horizon anti-ship missile; capable of being launched from surface ships, submarines or from aircraft to destroy combatants, submarines or other shipping. **Dimensions:** length – 15 ft., surface/submarine launched; 12 ft., 7 in. air launched; diameter – missile body, 13.5 in. **Payload:** 500 lbs. high explosive, blast penetrator.



Surface-to-Air Missiles

Standard Missile Family

Primary mission: Engage and intercept aircraft, anti-ship missiles and surface ships. **SM-1 MR, SM-2 MR Dimensions:** length – 14 ft., 7 in.; diameter – 13.5 in.; weight – SM-1, 1,100 lbs.; SM-2, 1,380 lbs. **Payload:** proximity fuse, high explosive. **SM-2 ER Dimensions:** length – 26.2 ft.; diameter – 13.5 in.; weight – 2,980 lbs. **Payload:** proximity fuse, high explosive.

Fleet Ballistic Missiles

Trident II (D-5)

Primary mission: Subsurface to surface strategic nuclear deterrence. **Dimensions:** length – 44 ft.; diameter – 83 in.; weight – 126,000 lbs. **Range:** more than 6,000 nautical miles. **Payload:** Thermonuclear MIRV (Multiple Independently Targetable Re-entry Vehicle); Maneuverable Re-entry Vehicle (MRV) warhead.

Trident I (C-4)

Primary mission: Subsurface to surface strategic nuclear deterrence. **Dimensions:** length – 34 ft.; diameter – 74 in.; weight – 73,000 lbs. **Range:** 4,000 nautical miles. **Payload:** Thermonuclear MIRV with maneuverable warhead.





Air-to-Ground Missiles

HARM Missile

Primary mission: High-speed, anti-radiation missile; designed to seek out and destroy enemy radar-equipped air defense systems. **Dimensions:** length – 13 ft., 7 in., diameter – 10 in., weight – 798 lbs. **Range:** approximately 80 nautical miles. **Payload:** blast fragmentation.

Anti-radar Missile

Primary mission: The AGM-45 shrike is designed to home in on anti-aircraft radars. **Dimensions:** length – 10 ft., diameter – 8 in.; weight – 390 lbs. **Range:** delivered by fighter aircraft, employs solid-fueled rocket. **Payload:** explosive blast warhead.

IR Maverick Missile

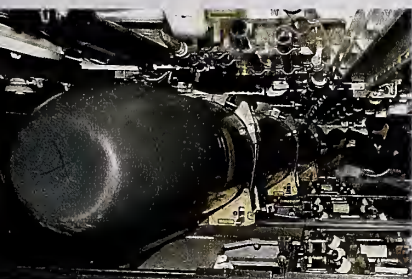
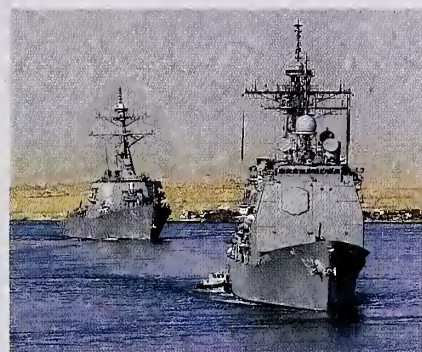
Primary mission: Forward fired, infrared-guided weapon; designed for day/night sea warfare and land interdiction. **Dimensions:** length – 8 ft. 2 in.; diameter – 12 in.; wing span – 2 ft., 4 in.; weight 675 lbs. **Range:** 12 nautical miles. **Payload:** 300 lb. penetrating/blast warhead.

Aegis System

The *Aegis* System, named after the mythological shield of Zeus, draws on state-of-the-art technology as a total weapon system. It is the most capable surface-launched missile system the Navy has ever put to sea.

Primary mission: Used against anti-ship cruise missiles and manned aircraft flying in all speed ranges from subsonic to supersonic; system has all-weather capability and outstanding ability in chaff and jamming environments.

Benefits: Provides area defense for a battle group and a clear air picture for more effective deployment of F-14 and F/A-18 aircraft. It also enables fighter aircraft to concentrate more on the outer air battle while cruisers and destroyers assume a greater responsibility for battle group area defense.



Torpedoes

MK 48 and MK 48 Advanced Capability (AdCap) Torpedo

Primary mission: Subsurface to subsurface and subsurface to surface. **Dimensions:** length – 19 ft., diameter – 21 in.; weight – 3,520 lbs., (MK 48 AdCap – 3,695 lbs.). **Range:** 23 miles; depth – more than 1,200 ft. **Guidance:** wire-guided active and/or passive homing. **Payload:** 650 lbs. high-explosive warhead.

MK 46 Torpedo

Primary mission: Launched from surface combatant torpedo tubes, ASROC missile and fixed and rotary wing aircraft. **Dimensions:** length – 8.5 ft., diameter – 12.75 in., weight – 508 lbs. **Guidance:** 2 different modes – active or passive/active homing. **Payload:** 98 lbs. of PBXN-103 high explosive.

MK 50 Torpedo

Primary mission: Surface and air to sub-surface. **Dimensions:** length – 9.5 ft.; diameter – 12.75 in.; weight – 800 lbs. **Guidance:** active/passive acoustic homing.

Naval Guns

MK 15 Phalanx Close-in Weapons System (CIWS)

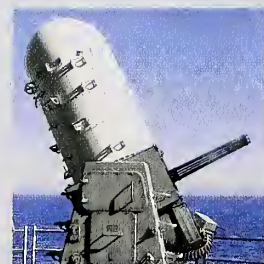
Primary mission: Fast-reaction, rapid-fire 20-millimeter gun system; provides defense against anti-ship missiles and hostile air targets at short range. **Dimensions:** weight – 12,500 lbs.; magazine capacity – 1,500 rounds of 20 mm ammunition. **Features:** 3,000 - 4,500 rounds per minute.

5-inch/.54 Caliber Lightweight Gun

Primary mission: Fires at a rate of 16 to 20 rounds per minute; provides surface combatants with accurate naval gunfire against fast, highly maneuverable surface targets, air threats and shore targets.

MK 75, 76mm/.62 Caliber Gun System

Primary mission: Provides frigates and other combatants with a fast-reaction, lightweight gun; counters aircraft, cruise missiles and surface ships. **Features:** an enclosed naval gun mount, single barrel, remote-controlled, rapid-fire capability.



POWER AND PERFOR

NEW ATTACK SUBMARINE

The new attack submarine's (NSSN) design is tailored for the 21st century, to operate "Forward ... from the sea." The NSSN incorporates the best new technologies and is designed for maximum flexibility.

The NSSN will maintain U.S. undersea superiority against all current and projected undersea threats. The NSSN's vertical launch system enhances the ship's ability to project power ashore and support the land battle with precision strike missiles. Its designed-in flexibility includes space for mission-specific equipment, carry-on electronics and remotely-operated vehicles. Improved electromagnetic and acoustic stealth capabilities ensures the NSSN's ability to detect and avoid mines and destroy advanced submarines.

Additionally, the NSSN will be capable of interdicting shipping or defending sea lines of communication. The NSSN's clandestine strike and significant organic special operating forces (SOF) capabilities will afford policy makers enhanced diplomatic leverage.

The cornerstone of the NSSN program is the design/build process. The modular design process permits rapid assessment and evaluation of new technologies. This innovative process, coupled with new modular construction techniques, changes the way this ship will be produced. Additionally, design features will be incorporated for rapid infusion of new technologies as they reach maturity. Examples include:

- **Open Systems Architecture.** Using widely available public domain standards (including networks, operating systems, graphics and interconnect protocols), the combat communications and information systems will have industry standard interfaces that offer portability, reusability of software and future technology upgrades.

- **Fiber Optic Cable Systems.** A platform-wide fiber optic cable installation will be sized for future growth. The structure of the network will make it easier to attach and integrate new equipment in a plug-in/plug-out manner.

- **Commercial Off-The-Shelf (COTS) Electronics.** Use of commercially available electronics allows the Navy to leverage the growth in signal and information processing and display technologies occurring in industry.

- **Isolated Deck Structure.** This design initiative allows ease of equipment integration, will have enough shock and acoustic isolation to allow the use of COTS technology and provides a method to incorporate additional noise control technologies as they are developed.

SPECIFICATIONS

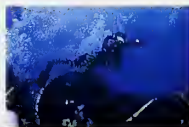
| | |
|---------------|--|
| Length: | 377 ft. |
| Displacement: | 7,500 tons |
| Draft: | 32 ft. |
| Speed: | 25+ knots |
| Test Depth: | 800+ ft. |
| Weapons: | 12 missiles in vertical launch tubes 24 weapons in torpedo room 4 torpedo tubes |
| Crew: | 134 |
| Missions: | A truly multi-mission, stealth warship that is fully capable of all sea control and power projection missions. Submarines play a unique role in forward-presence missions. An adversary must assume a submarine is present, and act accordingly. Submarines also perform all of the following missions: Clandestine Strike National Intelligence/Surveillance Anti-Submarine Warfare Anti-Surface Ship Warfare Carrier Battle Group Support Special Forces Operations Clandestine Mining Mine Reconnaissance |

TOWED ARRAY

The towed array is a group of sensitive hydrophones attached to the end of a long cable and towed behind the ship. This array can detect quiet contacts. The NSSN will carry the TB-29 towed array system, which is the most advanced towed array produced.

WIDE APERTURE ARRAY (WAA)

The wide-aperture array (WAA) is a hull-mounted sonar array made up of three flat panels on each side of the ship. It is a "detection and analysis" tool. The WAA was validated at sea on board USS *Augusta* (SSN 710), and will be used aboard *Seawolf* and NSSN-class attack submarines.



SPECIAL OPERATIONS

Submarines have long been used for special operations – carrying commandos and reconnaissance teams on missions. Most special operations by U.S. submarines are carried out by Sea-Air-Land (SEAL) teams trained for these special missions.

The NSSN will be the ideal platform for SEAL team insertion. It has a specially designed chamber to house SEALs and their equipment. Additionally, the sub can be configured to support a dry deck shelter, a portable structure on the submarine used to deploy a swimmer delivery vehicle (SDV).

The SDV is a mini-sub that shuttles SEALs from the submarine to the beach. In 1998 the Navy will introduce a mini-sub, called the advanced swimmer delivery system (ASDS). The ASDS, which will piggy back on the NSSN, could deliver SEALs and their equipment to the objective area warm, dry and rested.

ANCE FROM THE SEA

SAIL

When a submarine operates on the surface, the officer of the deck and the lookout stand their watches on the bridge in the sail. These watches are stood outside, only 20 feet above the surface of the sea.

The sail also houses the submarine's assorted masts and antennas, which retract to minimize drag when submerged, or the probability of counter-detection when operating near the surface. Masts include: surface search radar, electronic support measures (ESM) and radio antennas, snorkel mast and photonics periscopes which use state-of-the-art color and black-and-white video cameras.

The NSSN's sail is revolutionary because it is completely modular, which eases maintenance and offers the option to easily reconfigure masts for a specific mission.



CRUISE MISSILES

Tomahawk

The *Tomahawk* is an all-weather, subsonic, long-range cruise missile used against surface ships or land targets.

Tomahawks are launched from a submarine's vertical launch tubes or from torpedo tubes. The missile is propelled to the surface by a rocket motor, and once clear of the water, small wings and fins extend and the turbofan engine starts. Various navigation methods are used to direct the missile to the target. These include inertial navigation, terrain contour matching, digital scene matching, area correlation and the global positioning system.

Harpoon

The *Harpoon* is an anti-ship cruise missile that has been encapsulated to support launch from a submarine's torpedo tube. With a range of about 70 nautical miles, this missile enables over-the-horizon engagement of hostile surface combatants.

VERTICAL LAUNCH TUBES



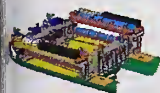
The NSSN has 12 vertical launch tubes.

The clandestine nature of submarine operations allows the submarine to be tasked with pre-emptive strikes from denied areas prior to sea superiority being achieved. Firing from forward positions early in a conflict can blunt an

opposing force's initial advance, and may be key to turning the course of future conflicts before U.S. forces arrive in theater.

The Navy is investigating the feasibility of launching the Army's tactical ballistic missile (ATACMS) from submarine vertical launch tubes. This missile would complement the *Tomahawk* by providing a short time of flight, easily and quickly targeted, supersonic ballistic missile that is incredibly difficult to intercept. Clandestine, quick responses and precision strikes from a stealthy naval combatant are valuable in supporting naval amphibious and special operations forces (SOF) operations and operational maneuverability from the sea.

RECONFIGURABLE TORPEDO ROOM



The NSSN's torpedo room features an innovative new design. It will allow mission planners to use the space for

weapons or for mission-specific stowage. By removing the torpedoes, more space can be allotted for special warfare forces, special electronic equipment or even storage of unmanned undersea vehicles.



Naval Ships

Aircraft Carriers

MISSION: The centerpieces of the Navy's offensive and defensive strategy, carriers support and operate aircraft that engage in attacks on airborne, afloat and ashore targets which threaten our use of the sea. These vessels also engage in sustained operations in support of other forces.



Kitty Hawk (CV 63) Class **3 ships**
 Displacement: 81,123 tons
 Length: 1,046 ft.
 Beam: 130 ft.
 Flight Deck Width: 252 ft.
 Max Speed: 32+ knots
 Complement: 3,150 ship's company
 2,480 air wing
 Aircraft: Approximately 85



John F. Kennedy (CV 67) Class **1 ship**
 Displacement: 82,000 tons
 Length: 1,052 ft.
 Beam: 130 ft.
 Flight Deck Width: 252 ft.
 Max Speed: 30+ knots
 Complement: 3,117 ship's company
 2,480 air wing
 Aircraft: Approximately 85



Enterprise (CVN 65) Class **1 ship**
 Displacement: 93,970 tons
 Length: 1,123 ft.
 Beam: 133 ft.
 Flight Deck Width: 252 ft.
 Max Speed: 33+ knots
 Complement: 3,350 ship's company
 2,480 air wing
 Aircraft: Approximately 85



Nimitz (CVN 68) Class **6 ships**
 Displacement: 91,487 tons
 (CVN-71: 96,358 tons)
 Length: 1,040 ft.
 Beam: 134 ft.
 Flight Deck Width: 252 ft.
 Max Speed: 30+ knots
 Complement: 3,200 ship's company
 2,480 air wing
 Aircraft: Approximately 85



Forrestal (CV 59) Class **1 ship**
 Displacement: 80,643 tons
 Length: 1,071 ft.
 Beam: 130 ft.
 Flight Deck Width: 250 ft.
 Max Speed: 33+ knots
 Complement: 3,019 ship's company
 2,480 air wing
 Aircraft: Approximately 75

Surface Warfare Ships

MISSION: Primary surface-borne combatants conduct at-sea battle operations against surface, air and sub-surface enemies, protect sea lanes and serve as front-line support to aircraft carriers in a battle group.

Frigates

Anti-submarine warfare combatants protect shipping lanes for amphibious expeditionary forces, as well as underway replenishment groups and merchant convoys.



Oliver Hazard Perry (FFG 7) Class **35 ships**
 Displacement: 4,100 tons
 Length: 445 ft. (453 with LAMPS III mod)
 Beam: 45 ft.
 Max Speed: 29 knots
 Complement: 206
 Aircraft: 2 - SH-60B (LAMPS III) in FFG 8, 36-

61: 1 - SH-2F (LAMPS I) in FFG 7, 9-35 [FFGs 28-35 to be converted for LAMPS III]

Cruisers

Multi-mission surface combatants with extensive warfare capability support battle groups and amphibious forces. Also serve as flagship of surface action groups and can operate independently. Extensive warfighting capability. *Ticonderoga* and *Virginia*-classes are also equipped with *Tomahawk* ASM/LAM for long-range strike capability.



Ticonderoga (CG 47) Class **27 ships**
 Displacement: 9,466 tons
 Length: 567 ft.
 Beam: 55 ft.
 Max Speed: 30+ knots
 Complement: 358-405
 Aircraft: 2 - SH-2 (LAMPS) in CG 47-48;
 2 - SH-60 (LAMPS III) in CG 49 & later



Virginia (CGN 38) Class **2 ships**
 Displacement: 11,300 tons
 Length: 585 ft.
 Beam: 63 ft.
 Max Speed: 30+ knots
 Complement: 558-624



California (CGN 36) Class **2 ships**
 Displacement: 10,450 tons
 Length: 596 ft.
 Beam: 61 ft.
 Max Speed: 30+ knots
 Complement: 603



Ballistic Missile Submarines

MISSION: Deterrence of war has been the sole mission and fundamental reason for the existence of the fleet ballistic missile submarine since its inception in 1960. Among the Navy's highest priority programs, ballistic missile submarines are the cornerstone of the national security policy functioning as the most survivable and enduring leg of the strategic deterrent triad.



Ohio (SSBN 726) Class **16 ships**
 Displacement (submerged): 18,700 tons
 Length: 560 ft.
 Beam: 42 ft.
 Max Speed: 25+ knots
 Complement: 154

Attack Submarines

MISSION: Destroy enemy ships, primarily submarines, to prohibit the employment of such forces against the United States or allied ships.



Seawolf (SSN 21) Class **3 ships***
 Displacement (submerged): 9,130 tons
 Length: 353 ft.
 Beam: 42 ft.
 Max Speed: 25+ knots
 Complement: 133

* Third ship pending Congressional approval.



Bainbridge (CGN 25) Class 1 ship
 Displacement: 8,592 tons
 Length: 565 ft.
 Beam: 58 ft.
 Max Speed: 30+ knots
 Complement: 558

Destroyers

Support battle, surface action, amphibious, and replenishment groups. Destroyers are primarily used for anti-submarine warfare while guided-missile destroyers are multi-mission surface combatants.



Arleigh Burke (DDG 51) Class 11 ships
 Displacement: 8,315 tons
 Length: 504 ft.
 Beam: 66 ft.
 Max Speed: 32 knots
 Complement: 303



Kidd (DDG 993) Class 4 ships

Displacement: 9,574 tons
 Length: 563 ft.
 Beam: 55 ft.
 Max Speed: 33 knots
 Complement: 339
 Aircraft: 1 SH-2F (LAMPS)



Spruance (DD 963) Class 31 ships
 Displacement: 8040 tons
 Length: 563 ft.
 Beam: 55 ft.
 Max Speed: 33 knots
 Complement: 334
 Aircraft: 2SH-60 (LAMPS III)



Los Angeles (SSN 688) Class 57 ships
 Displacement (submerged): 6,927 tons
 Length: 360 ft.
 Beam: 33 ft.
 Max Speed: 25+ knots

Mobile Combat Logistics Force

MISSION: Provide fuel, provisions and ammunition to combatant ships at sea via underway and vertical replenishment. These ships are an integral part of carrier battle groups as fuel, ammunition and stores reservoirs.

Fast Combat Support

Redistribute petroleum products, ammunition, and stores from shuttle ships to carrier battle groups through connected and vertical replenishment.



Sacramento (AOE 1) & Supply (AOE 6) Classes 4 ships 3 ships

Displacement: 53,000 tons
 48,800 tons
 Length: 793 ft.
 754 ft.
 Beam: 107 ft.
 107 ft.
 Max Speed: 26 knots
 25 knots
 Complement: 615
 660
 Aircraft: 2 CH-46 Sea Knights
 3 UH-46 Sea Knights

Replenishment Oiler

Deliver petroleum and munitions simultaneously to carrier battle groups using both connected and vertical replenishment.



Wichita (AOR 1) Class 2 ships

Displacement: 41,350 tons
 Length: 659 ft.
 Beam: 96 ft.
 Max Speed: 20 knots
 Complement: 460



Complement: 145
Sturgeon (SSN 637) Class 20 ships
 Displacement (submerged): 4,960 tons
 Length: 292 ft.
 Beam: 32 ft.
 Max Speed: 25+ knots
 Complement: 107

Benjamin Franklin (SSN 640) Class 2 ships

Displacement (submerged): 8,250 tons
 Length: 425 ft.
 Beam: 33 ft.
 Max Speed: 25+ knots
 Complement: 143

Ammunition

Deliver ammunition and stores, either independently or with other combat logistic ships, to combatants and/or battle group station ships using both connected and vertical replenishment.



Kilauea (AE 26) Class 6 ships

Displacement: 19,940 tons
 Length: 564 ft.
 Beam: 81 ft.
 Max Speed: 20+ knots
 Complement: 483
 Aircraft: 2 CH-46 Sea Knights

Fleet Oiler

Transport bulk petroleum and lubricants from depots to underway battle group station ships, as well as combatants and support forces by alongside and vertical replenishment.



Cimarron (AO 177) Class 5 ships

Displacement: 37,870 tons
 Length: 708 ft.
 Beam: 88 ft.
 Max Speed: 19 knots
 Complement: 135

Combat Stores

Conduct underway replenishment of refrigerated stores, dry provisions, technical spares, general stores, fleet freight, mail and personnel to operating forces by alongside or vertical replenishment.



Mars (AFS 1) Class 5 ships

Displacement: 18,663 tons
 Length: 581 ft.
 Beam: 79 ft.
 Max Speed: 20 knots
 Complement: 428
 Aircraft: 2 CH-46 Sea Knights



Photo by PH3 Douglas L Badders

Naval Ships

Amphibious Warfare Ships

MISSION: Carry assault troops and equipment to enemy beaches and serve as combat support platforms for these forces.

Assault Ships

Transport and land assault forces ashore by use of Landing Craft Air Cushion (LCAC), conventional landing craft, and helicopters.

Helicopter, Landing Platform - Amphibious Assault



Iwo Jima (LPH 2) Class 3 ships
 Displacement: 18,300 tons
 Length: 602 ft.
 Beam: 104 ft.
 Flight Deck Width: 104 ft.
 Max Speed: 23 knots
 Complement: 685 (crew)
 1,746 (troops)

Helicopter, Dock Landing - Multipurpose Assault



Wasp (LHD 1) Class 4 ships
 Displacement: 40,532 tons
 Length: 844 ft.
 Beam: 140 ft.
 Max Speed: 22+ knots
 Complement: 1,081 (crew);
 2,074 (troops)
 Aircraft: 45 - CH-46 Sea Knight;
 20 - AV-8B Harrier;
 9 - ASW helicopters

Helicopter, Attack Landing - General Purpose Assault



Tarawa (LHA 1) Class 5 ships
 Displacement: 39,967 tons
 Length: 834 ft.
 Beam: 131 ft.
 Max Speed: 24 knots
 Complement: 930 (crew)
 1,703+ (troops)
 Aircraft: 9 - CH-53 Sea Stallions;
 12 - CH-46 Sea Knights;
 10 - AV-8B Harriers (in LHA 2-5)

Amphibious Transport, Dock

Transport and land Marines, their equipment and supplies by embarked landing craft or amphibious vehicles augmented by helicopters in amphibious assault.



Austin (LPD 4) Class 11 ships
 Displacement: 17,244 tons
 Length: 570 ft.
 Beam: 100 ft.
 Max Speed: 21 knots
 Complement: 420 (crew);
 930 (troops)
 Aircraft: 6 - CH-46 Sea Knights

Amphibious Command

Provide amphibious command and control in major amphibious operations.



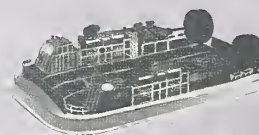
Blue Ridge (LCC 19) Class 2 ships
 Displacement: 18,372 tons
 Length: 637 ft.
 Beam: 108 ft.
 Max Speed: 23 knots
 Complement: 821
 Aircraft: Utility helicopter



Converted Raleigh (AGF 3) & Austin (AGF 11) Class Ships 1 ship
 Displacement: 14,650 tons (AGF 3)
 16,912 tons (AGF 11)
 Length: 519 ft. (AGF 3)
 570 ft. (AGF 11)
 Beam: 84 ft. (AGF 3)
 100 ft. (AGF 11)
 Max Speed: 20 knots (AGF 3)
 21 knots (AGF 11)
 Complement: 440 & 59 Flag Staff (AGF 3)
 516 & 120 Flag Staff (AGF 11)

Landing Craft Air Cushion

Transport weapons systems, equipment, cargo, and personnel of the assault elements of the Marine Air/Ground Task Force from both ship to shore and across the beach.



LCAC 80 craft
 Displacement: 182 tons
 Length: 88 ft.
 Beam: 47 ft.



U.S. Navy photo

Coastal Patrol

Primarily provides coastal protection and interdiction. Also provides Naval Special Warfare Support, including long-range SEAL insertion/extraction and tactical swimmer operations.



Cyclone (PC 1) Class 11 ships
 Displacement: 328.5 tons
 Length: 170 ft.
 Beam: 25 ft.
 Max Speed: 35 knots
 Complement: 28 (crew)
 9 (special ops)



Max Speed: 40+ knots with payload
Complement: 5

Tank Landing

Transport and land amphibious vehicles, tanks, combat vehicles and equipment in amphibious assault.



Newport (LST 1179) Class 2 ships
Displacement: 8,450 tons
Length: 522 ft.
Beam: 69 ft.
Max Speed: 20 knots
Complement: 290 (crew)
400 troops

Dock Landing

Support amphibious operations on a hostile shore via Landing Craft Air Cushion (LCAC), conventional landing craft and helicopters.



Whidbey Island (LSD 41) 8 ships
& **Harpers Ferry Classes** 1 ship

Displacement: 15,704 tons (LSD 41)
16,708 tons (LSD 49)
Length: 609 ft.
Beam: 84 ft.
Max Speed: 20+ knots
Complement: 342 (crew - LSD 41)
500 (troops - LSD 41)
419 (crew - LSD 49)
504 (troops - LSD 49)



Anchorage (LSD 36) Class 5 ships
Displacement: 13,700 tons
Length: 553 ft.
Beam: 84 ft.
Max Speed: 22 knots
Complement: 374 (crew)
366 (troops)

Mine Warfare Ships

MISSION: Clear vital waterways, such as choke points, harbors, and channels, of bottom and moored mines.

Mine Counter Measures



Avenger (MCM 1) Class 14 ships
Displacement: 1,312 tons
Length: 224 ft.
Beam: 39 ft.
Max Speed: 13.5 knots
Complement: 81

Mine Hunter



Osprey (MHC 51) Class 1 ship
Displacement: 895 tons
Length: 188 ft.
Beam: 35 ft.
Max Speed: 12 knots
Complement: 51



Naval Ships

Tenders

Provide mobile base facilities for maintenance and logistic support to submarines and surface combatants.



L.Y. Spear (AS 36)
& Emory S. Land (AS 39) Classes
 Displacement: 23,000 tons
 Length: 644 ft.
 Beam: 85 ft.
 Max Speed: 20 knots
 Complement: 605 (ASs 36 & 37)
 617 (ASs 39-41)

2 ships
 3 ships



Simon Lake (AS 33) Class
 Displacement: 19,934 tons (AS-33)
 21,089 tons (AS-34)
 Length: 644 ft.
 Beam: 85 ft.
 Max Speed: 20
 Complement: 601

1 ship



Hunley (AS 31) Class
 Displacement: 19,820 tons
 Length: 599 feet
 Beam: 83 feet
 Max Speed: 19 knots
 Complement: 612

1 ship



Yellowstone (AD 41)
& Samuel Gompers (AD 37) Class
 Displacement: 20,500 tons
 Length: 644 ft.
 Beam: 85 ft.
 Max Speed: 20 knots
 Complement: 1,681

3 ships
 2 ships

Fleet Support Ships

MISSION: Provide repair, salvage and a variety of other types of support to the combatant fleet.

Rescue, Salvage & Towing

Provide rapid firefighting, dewatering, battle damage repair, and rescue towing assistance to save battle-damaged combatant ships in combat or high threat areas from further loss or damage; tow them to repair ships or bases located in safe areas.



Safeguard (ARS 50) Class
 Displacement: 2,880 tons
 Length: 255 ft.
 Beam: 51 ft.
 Max Speed: 14 knots
 Complement: 90

4 ships



Edenton (ATS 1) Class
 Displacement: 2,929 tons
 Length: 282 ft.
 Beam: 50 ft.
 Max Speed: 16 knots
 Complement: 129

3 ships

Military Sealift Command

The Military Sealift Command (MSC) maintains a fleet of ships which provides a variety of unique support missions to the fleet and other military services. These ships are primarily crewed by civilians with a contingent of U.S. Navy personnel.

Maritime Prepositioning

MISSION: Long-term prepositioning of land-based equipment and supplies in set locations worldwide. (3 classes)



Fast Sealift

MISSION: Rapid, worldwide deployment of tanks, helicopters and other military supplies and equipment.



Combat Stores

MISSION: Provide refrigerated and general stores, dry provisions, technical and aviation spares, fleet freight, mail, personnel and other items underway from five stations and with two H-46 helicopters.



Oilers

MISSION: Transport bulk petroleum products from shore depots to replenishment ships and combatants under way making task groups as independent as possible of limited freight, mail and personnel. (3 classes)



Tankers

MISSION: Worldwide delivery of petroleum products to DoD users and support of fleet operating units. (3 classes)

Aviation Logistics Support

MISSION: Dedicated fast sealift for movement of a functional aviation intermediate maintenance activity to support U.S. Marine Corps fixed and rotary wing aircraft.



Ocean Surveillance

MISSION: Tow the Surveillance Towed Array Sensor (SURTASS). (2 classes)



FBM Resupply

MISSION: Provide logistic resupply for submarines and submarine tenders deployed overseas and at East Coast refit sites. (2 classes)



Oceanographic Research

MISSION: Support naval oceanography research. (3 classes)



Oceanographic Survey

MISSION: Mapping and oceanographic survey of ocean floors and coastlines. (5 classes)





Cable Repair

MISSION: Transport, deploy, retrieve and repair submerged cables; tow acoustic projectors; cable plow; and conduct acoustic hydrographic and bathymetric surveys. (2 classes)



Auxiliary Crane

MISSION: Mobile discharge facility for non self-sustaining container ships in ports without operational container off-load capability.



Fleet Ocean Tugs

MISSION: Tow battle-damaged and otherwise non-operational fleet ships to safe ports; conduct salvage operations and support other special missions.



Hospital Ships

MISSION: Mobile, rapidly responsive afloat medical facility to provide acute medical and surgical care in support of amphibious and naval task forces in areas where hostilities may be imminent. Also provide a full hospital asset for use by other U.S. government agencies in support of disaster relief operations worldwide.



Dry Cargo

MISSION: Point-to-point cargo delivery service to MSC customers worldwide meeting requirements not normally covered by regularly scheduled commercial service (*wide variety of types and sizes*).

Ready Reserve Force

MISSION: A force of inactive ships to provide militarily useful transportation to meet wartime surge sea-lift requirements. Sources of RRF ships are commercial ships that are purchased through competitive procedures; ships from the near term pre-positioning force, which are upgraded to meet RRF standards; and ships removed from active MSC service. RRF ships are maintained in a 5-, 10- or 20-day readiness status.



U.S. Navy photo



Photo by PH3 David C. Lloyd

AEGIS DESTROYERS

are the key

to the Navy's anti air, anti-ship, anti-submarine, and strike operations from the sea. Twenty-nine *Arleigh Burke* (DDG-51)-class AEGIS destroyers have been ordered through 1994 and current plans envision a total force of some 60 DDG-51s. They will join the 27 *Ticonderoga* (CG-47)-class AEGIS cruisers that are now in the fleet. Starting with DDG-79, new AEGIS destroyers entering the fleet will be Flight IIA ships with the following upgrades and changes: hangars and facilities for two multi-purpose armed helicopters, fiber-optic data multiplex system, and the Kingfisher modification to the SQS-53 sonar for mine detection and avoidance.

DDG-51 *Arleigh Burke*-Class AEGIS Destroyer

The DDG-51 guided missile destroyer will be the centerpiece of U.S. naval surface forces well into the 21st century.

CG-47 *Ticonderoga*-Class AEGIS Cruiser

The first class of AEGIS warships built by the U.S. Navy, *Ticonderoga*-class cruisers proved their combat effectiveness in the Gulf War.

Arleigh Burke (DDG-51) Class Flight IIA Characteristics

Displacement: 9,195 tons (full load)
 Length: 509 feet 6 inches
 Beam: 66 feet 11 inches
 Draft: 30 feet 7 inches (navigational)
 Propulsion: 4 gas turbines, 100,000 shaft horsepower, 2 shafts
 Speed: 31+ knots
 Range: More than 4,400 nautical miles at 20 knots
 Manning: 383 (32 officers, 251 enlisted; includes helicopter detachment)
 Helicopters: 2 LAMPS Mk III
 Missiles: 1 64-cell and 1 32-cell Mk 41 VLS (96 total missiles)
 Radars: AN/SPY-1D multi-function
 AN/SPS-67(V)3 surface search
 AN/SPS-64 navigation
 Sonar: AN/SQS-53C bow-mounted
 Guns: One 5-inch 54-cal Mk 45 dual-purpose gun
 Two 20-mm Mk 15 Phalanx Close-In Weapon
 Systems
 Fire Control: AEGIS Weapon System
 3 Mk 99 illuminators with AN/SPG-62 radar
 Torpedoes: 6 12.75-inch torpedo tubes (2 triple mounts)
 Builders: Bath Iron Works, Bath, Maine
 Litton/Ingalls Shipbuilding,
 Pascagoula, Mississippi

LAMPS Mk III Light Airborne Multi-Purpose System

The SH-60B LAMPS Mk III ship/helicopter system extends the tactical reach and increases the effectiveness of the AEGIS warship. The LAMPS helicopter can launch torpedoes or air-to-surface missiles against enemy targets.



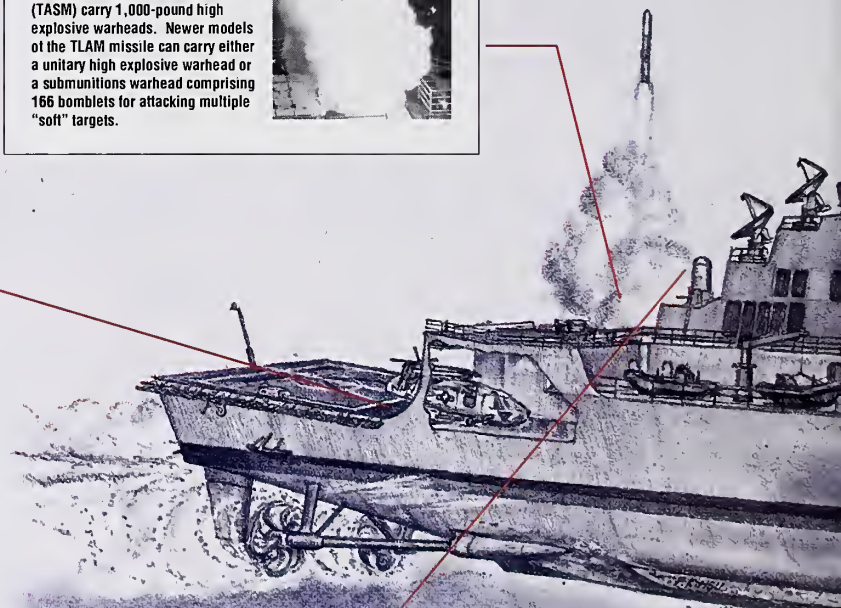
Penguin/Hellfire Missiles

Penguin is a short-range, anti-ship missile that can be launched by the SH-60B LAMPS Mk III helicopter. It is a "fire-and-target" missile with advanced guidance features including indirect flight paths to its intended target and an intra-red (IR) guidance system.



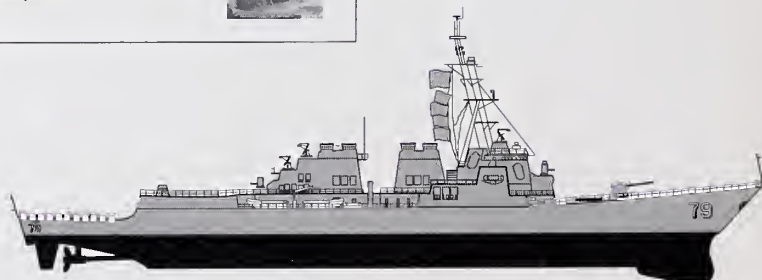
Tomahawk

Tomahawk cruise missiles are a family of long-range weapons developed to strike land targets and surface ships. Both the Tomahawk Land-Attack Missile (TLAM) and Tomahawk Anti-Ship Missile (TASM) carry 1,000-pound high explosive warheads. Newer models of the TLAM missile can carry either a unitary high explosive warhead or a submunitions warhead comprising 166 bomblets for attacking multiple "soft" targets.



Mk 15 Close-In Weapon System (CIWS)

The Phalanx CIWS is a self-contained, rapid-firing gun system that can detect and destroy anti-ship missiles that have penetrated other ship defense systems. The six-barrel Gatling gun has a firing rate of 3,000 rounds per minute. Target engagement is performed automatically by a high-speed computer.



Flight IIA DDG-51 *Arleigh Burke*-class AEGIS Destroyer

SPY-1 Radar

The heart of the AEGIS Weapon System in the Arleigh Burke destroyers is the SPY-1D multi-function, phased-array (fixed-antenna) radar.



SM-2 Standard Missile

The Navy's Standard Missile SM-2 — used with the AEGIS weapon system — provides naval forces with a highly effective defense against enemy aircraft and cruise missiles. The missile also has a limited capability against surface ships.

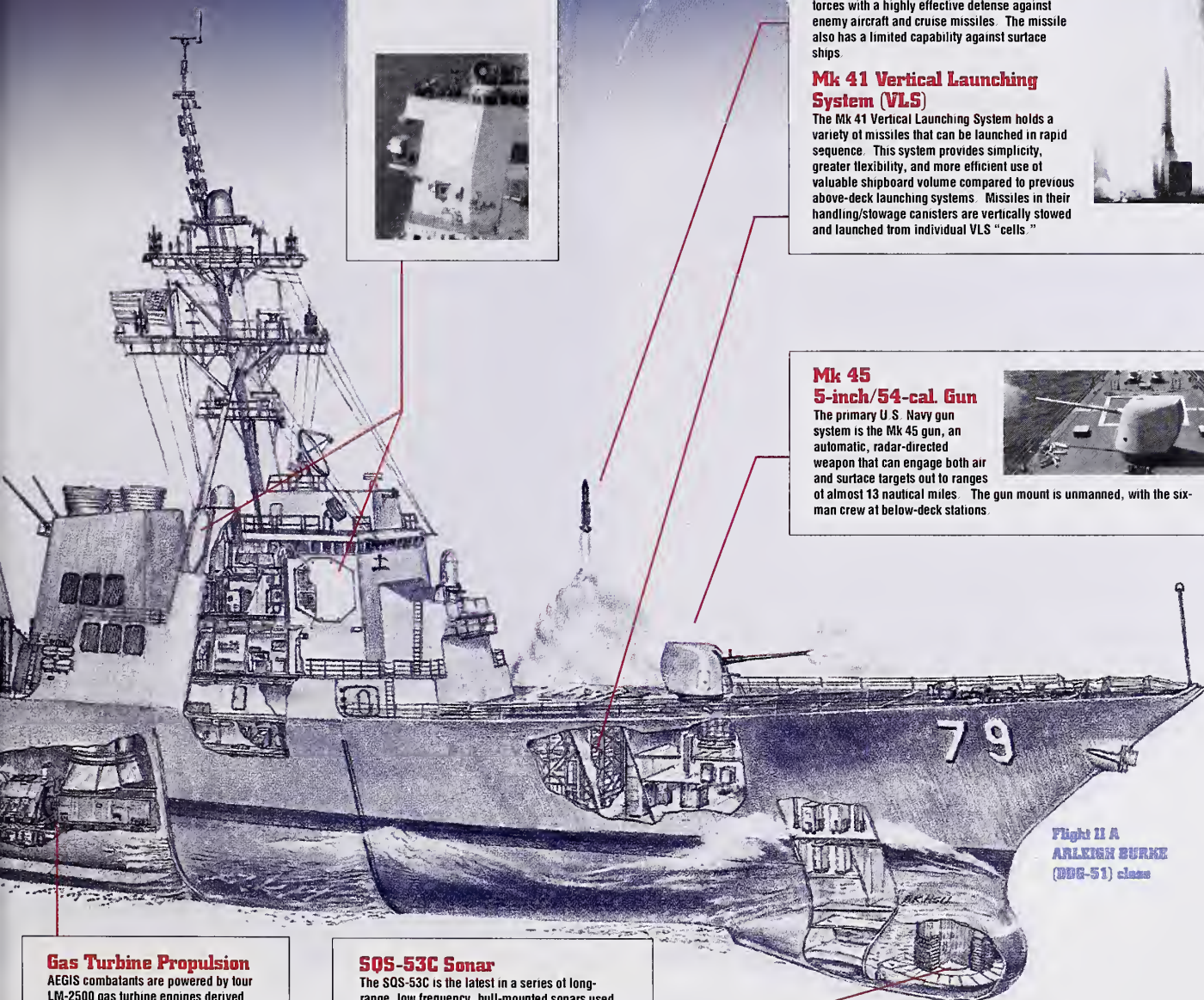


Mk 41 Vertical Launching System (VLS)

The Mk 41 Vertical Launching System holds a variety of missiles that can be launched in rapid sequence. This system provides simplicity, greater flexibility, and more efficient use of valuable shipboard volume compared to previous above-deck launching systems. Missiles in their handling/stowage canisters are vertically stowed and launched from individual VLS "cells."

Mk 45 5-inch/54-cal. Gun

The primary U.S. Navy gun system is the Mk 45 gun, an automatic, radar-directed weapon that can engage both air and surface targets out to ranges of almost 13 nautical miles. The gun mount is unmanned, with the six-man crew at below-deck stations.



Flight II A
ARLEIGH BURKE
(DDG-51) class

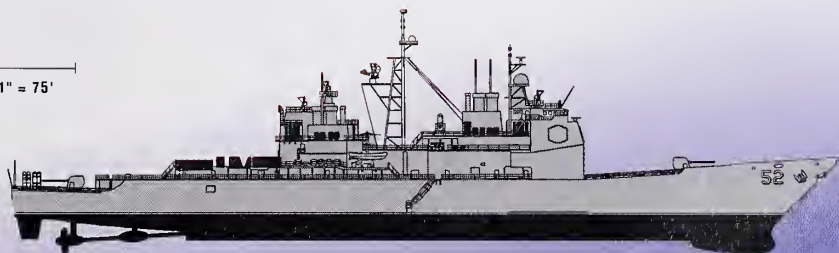
Gas Turbine Propulsion

AEGIS combatants are powered by four LM-2500 gas turbine engines derived from the TF39 commercial turbofan aircraft engine. Ship speed and direction are changed by altering the pitch of individual propeller blades rather than using complex reversing gears.

SQS-53C Sonar

The SQS-53C is the latest in a series of long-range, low frequency, hull-mounted sonars used by U.S. surface warships to detect and track submarines. The SQS-53C is being further upgraded to enhance its shallow-water capabilities and to allow its use for mine detection and avoidance.

1" = 75'



Putting the *Squeeze* on pollution

The Navy is reducing the amount of plastic waste it disposes at sea by more than 70 percent. Two new programs were designed to eliminate shipboard waste and create a more environmentally friendly Navy.

The first program, started in 1989, processes shipboard plastic waste by sanitizing and compressing the plastic into disks. The \$22.5 million waste reduction program completed testing in November 1994 aboard USS *George Washington* (CVN 73). Installation of the plastic processors on board 200 ships is expected to be completed by 1998.

Compressing plastic waste into disks solves two problems: odor caused by storing plastic items contaminated with food is eliminated; and storage space for bulky, unprocessed plastic waste is reduced.

The plastic waste is transformed into disks at a 30-1 ratio and can be stored until the ship pulls into port. Ships returning to port will yield an estimated 10,000 pounds of compressed and melted disks per day when the processors are finally in place Navywide.

A second program is designed to eliminate plastic waste before ships get underway. The Plastics Removal in the Marine Environment (PRIME) program directs ships to off-load packing materials and excess plastics before leaving port. Shipping, packaging and storage requirements have also been changed to reduce the amount of plastics within the Navy's supply system.

The PRIME program began many of the changes used in the fleet today. For example packaging requirements for hand tools are GONE! Plastic rings for soda six-packs have been ELIMINATED! There are many other



AN Tian Chen (left) and AN Brian Detrich (second from right) get a first-hand look at the future of shipboard plastic disposal. Civilian technicians Doug Vaughters and Mike Murnane hold a plastic disk produced by a Compressed Melt Unit plastic processor installed on board USS *George Washington* (CVN 73).

initiatives Sailors are using to reduce plastics aboard ship. One includes using wet-strength paper bags and replacing styrofoam cups with 100 percent paper drinking cups.

Sailors are also using new wiping towels that replace plastic-reinforced towels. By minimizing plastic packaging, the Navy estimates that more than 475,000 pounds of plastics are eliminated before they have a chance to go on board ships.

In addition to the plastic processors and conservation programs, the Navy is developing ways to recycle the plastic disks. ‡



SHIPBOARD POLLUTION ABATEMENT

where we'll be in the
year 2000...and beyond

Current waste

Where we're going

| | | |
|-----------------|---|--|
| oily wastewater | ➔ | oil and water separators with content monitors with effluent polishing |
| CFCs | ➔ | substitute refrigerants and solvents, alternative cooling technologies |
| halon | ➔ | alternative fire suppressants |
| plastics waste | ➔ | heat/compact and hold, destroy on board |
| garbage | ➔ | pulp before discharge, hold, destroy on board |
| hazardous waste | ➔ | hold, destroy on board |
| air pollutants | ➔ | air emissions control |
| trash | ➔ | shred to sink or hold, destroy on board |
| medical waste | ➔ | autoclave and hold, destroy on board |
| sewage | ➔ | vacuum collection, destroy on board |
| graywater | ➔ | concentrate, destroy on board |



Building the Navy today

Are you looking for a rewarding challenge that can help you and the Navy? Then a tour in Navy recruiting may be for you.

One of the biggest benefits you will reap from a tour in recruiting is the chance to be stationed in or near your hometown. With four areas,

"Your experience and professional development as a Navy recruiter will be a lifelong benefit for you in any and every career endeavor, in the Navy and beyond."

— RADM A.J. Watson,
Commander, NRC

31 districts and more than 1,200 recruiting stations, you can be stationed in any of the 50 states, as well as some locations overseas.

Once you are a recruiter, the Recruiting Excellence Incentive Program (REIP) rewards each recruiting dis-



trict by meritoriously advancing E-5 and E-6 recruiters and recruiting support personnel based on the district's recruiting statistics for the previous fiscal year. A tour in recruiting will also increase your pay. Special Duty Incentive Pay is available to recruiters as a reward for the unique challenges they face while ensuring quality recruits are entering the fleet.

If you are in the window for

orders, ask your detailer about recruiting. Any questions you have concerning recruiting duty can be answered by calling any recruiting office. Positions are available and the recruiting community is always looking for successful professionals to shape tomorrow's Navy. ‡

You and the Navy, full speed ahead.

U.S. NAVY OWNER'S AND OPERATOR'S MANUAL



LET US HELP YOU GET ALL THE CREDIT YOU DESERVE.

If you're interested in continuing your education, contact your *Command Career Information Team* today. We'll introduce you to educational opportunities that can help you build credits toward your degree and let you reach your full career potential. With the PACE program for example, you can take advantage of tuition-free college courses taught by civilian instructors. And through DANTES and CLEP testing programs, you can build up college credits simply and inexpensively. For additional information about other programs and opportunities that are available to you call 1-800-FOR-NAVY. See how far your career can go. Meet with a member of the Team today.

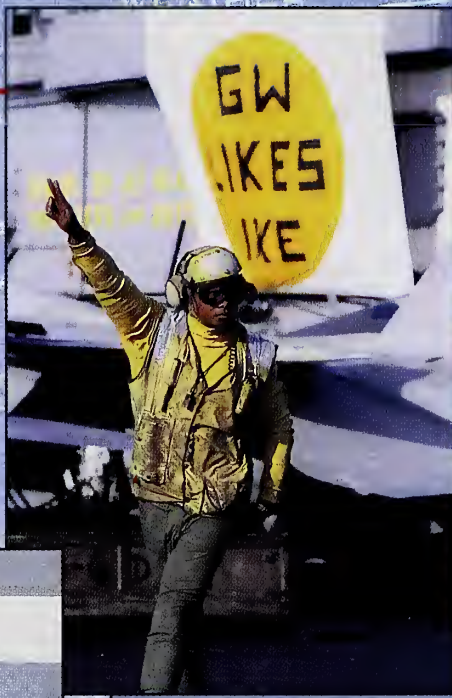
NAVY
YOU AND THE NAVY.
FULL SPEED AHEAD.

OPENING

10'-0"x8'-6"
HINGED AT
2'-0"x7'-3"
CURTAIN

FASHION
PLATE P/S

WEATHER-



WT DEL DOOR
7'-0"x6'-0"x15"
PORTABLE SILL
CARGO
WIMB WATER

TOOL
ISSUE
ROOM

CARGO
EV. N. 4

TRAIN
ROOM

RADIO
GRAPH
VIEW



TOOL
ISSUE
ROOM

DIVING
GEAR

TOOL
ISSUE



WT DEL DOOR
7'-0"x6'-0"x15"
PORTABLE SILL

ALL HANDS

MAGAZINE OF THE U.S. NAVY



African-American Heritage
FEBRUARY 1996

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RCES

Any day in the Navy 1996

May 9, 1996, is just like any other Navy day. That's why it is so important to us.

We are asking our readers to record the events and the people on their ships and installations that day. All Hands will use these images to tell the Navy's story in our October 1996 edition.

We want photographs that capture the faces of Sailors, Marines, Navy civilians and their families. We're looking for imagination and creativity. Your subject might be something you see every day but says something special about your people or your command. Or, you might get a shot of something unusual, a once-in-a-lifetime photo opportunity. Our only rules are that the subjects in the photographs reflect the diversity of the Navy and there are no safety or uniform violations.

Use different lenses — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles and don't be afraid to bend your knees or find a higher viewpoint. Experiment with silhouettes and time-exposures. Shoot color or black and white. Whatever you shoot, remember it's the people, not the hardware, that make the Navy what it is.

Photos must be shot during the 24-hour period of May 9. Submit processed and mounted color slides. Or, send us quality black and white or color prints, either 5x7 or 8x10.

Submissions must include full credit and outline information: full name, rank, duty station and phone number of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photos; and where the photos were taken. This year we'd like to do something different: record the time that you took the photo and include that in your outline. Captions must be attached individually to each photo or each slide. Photos must be processed and received (not postmarked) at All Hands by June 7, 1996. Photos cannot be returned.

Our mailing address is:
Naval Media Center, Publishing Division
ATTN: All Hands, PH1 D. Anglin
Naval Station Anacostia, Bldg. 168
2701 S. Capitol St. S.W.
Washington, D.C. 20373-5819.

Address questions to PH1 Dolores Anglin at DSN 288-4209 or (202) 433-4209.



Photocopy this form and attach a completed copy to each photo you submit.

Photographer:

Full name: _____

Rank: _____

Duty station (including mailing address and phone number): _____

Photograph:

Time photograph was shot: _____

Caption (what the photo depicts): _____

People in the photo (include first and last names, ranks/ratings, warfare designators and hometowns): _____

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ALL HANDS Contents

Magazine of the U.S. Navy

February 1996, Number 946

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The Defense Equal Opportunity Management Institute (DEOMI) teaches Sailors that equal opportunity is not only right, it's readiness.

10 Assignment: Newport, R.I.

Tomorrow's leaders receive progressive training in a traditional setting at the many schools in Newport.

16 Preparing our future Navy

Future Navy leaders get a jump start, physically and academically, at the Naval Academy Prep School before they enter the Academy.

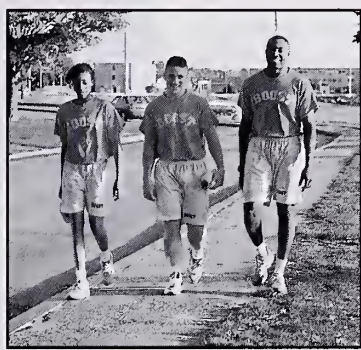
21 From the ground up

The Blue Angels' maintenance team keeps their birds in the air.

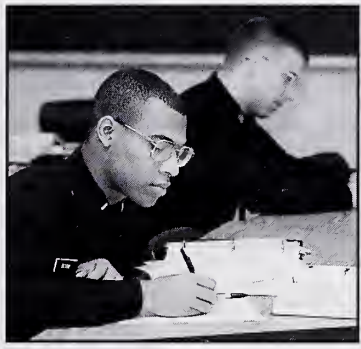
On the Cover

Front Cover: Art by DM2 Brian Hickerson.

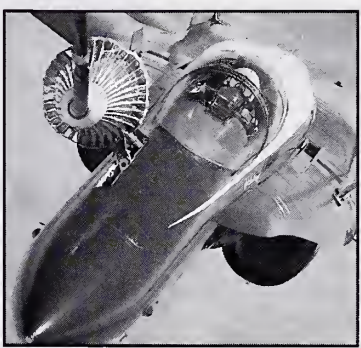
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36 African-American heritage

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Charthouse

March exam

■ The next cycle of advancement examinations for petty officer 1st, 2nd and 3rd class is approaching. Navywide advancement opportunity for the March exam is expected to be equal to or slightly better than the last cycle. All Active-Duty Special Work/One Year Recall personnel, regardless of time served on active duty, will compete for advancement as Reserve Inactive. This will provide advancement opportunity for these personnel from selected reserve quotas.

The third class exams are scheduled for March 5. Second class exams are scheduled for March 7 and first class exams will be given on March 12.‡

sea duty

■ The Bureau of Naval Personnel (BUPERS) changed the way chiefs, senior chiefs and master chiefs are assigned to sea duty.

The new placement system began Dec. 1, 1995, and is very similar to the successful process for officers and Regular and Training and Administration of Reserve (TAR) CPOs.

"The role played by CPOs – especially at sea – is critical and gaps are simply unacceptable," said VADM Skip Bowman, Chief of Naval Personnel.

The process starts with the detailer and officer reviewing job options.

Then, the detailer proposes the officer be placed in a specific billet. The placement officer reviews the nomination and, upon acceptance, works with the command to determine an acceptable report date. That's how BUPERS will begin detailing chiefs.

The change applies to regular E-7 to E-9s in the FC, GS (including GSE and GSM), PM and AK ratings and TAR E-7 to E-9 in the BM, AK, and SK ratings.

"Not only does gapping cause readiness problems, it also puts newly reporting chiefs in the position of assuming a new job without the benefits of a face-to-face turnover," said Bowman. "I am convinced this initiative will ensure the continuity of khaki leadership at sea."

More information is available in NAVADMIN 271/95.‡



"A" school

■ If you're a qualified Sailor eligible for immediate transfer you can attend one of the following 28 "A" Schools that still have FY96 quotas: ABE, AE, AECF (combined FC/DS/ET), AME, AMS, AT, AW, AZ, CTM, CTO, CTR, CTT, EN, ET(SS), EW, FT, GM, GSM, HT, IC, MM, MS, MT, OS, RM, STG, STS and TMs. What's more, all of these ratings currently offer excellent advancement opportunity.

Sailors within 12 months of EAOS, who meet all school requirements listed in Chapter 7 of the Enlisted Transfer Manual, should submit an ENCORE request for available "A" school quotas. All other fully qualified Sailors requesting quotas must submit NAVPERS 1306/7. With a positive commanding officer endorsement, the minimum 12-months-on-board requirement will be waived.

If you are not fully qualified for your desired "A" school, there are several programs designed to expand the list of ratings for which you may be eligible. The Job Oriented Basic Skills (JOBS) program allows you to improve academic and functional skills to improve your ASVAB test scores. The Bureau of Naval Personnel (BUPERS) encourages commands to review service records of Sailors who

minemen

■ As part of the Navy's effort to establish a cadre of enlisted mine warfare professionals, the mineman (MN) rating will expand and open up to Sailors in other ratings who have earned mine warfare Navy Enlisted Classifications.

Those of you in the expanded MN rating will serve sea duty in surface and air mine-countermeasure units and shore duty in mobile mine assembly groups (MO-MAGS), as well as performing other functions related to mine warfare.

Opportunities to convert to the expanded rating will be open to enlisted mine warfare specialists in the BM, DS and STG ratings who hold specific mine warfare NECs. If you are eligible, submit a request for conversion by message to BUPERS (Pers 292). Selected individuals who have served at least a three-year tour of MCM/MSO/MHC duty can also apply. These applications will be screened by BUPERS in consultation with Mine Warfare Command.‡



entered the Navy during the summer months when "A" school availability is limited. Many of those individuals meet the requirements for highly technical ratings and are excellent candidates to attend "A" school during the first half of FY96.

BUPERS representatives are available to travel to major commands to make "A" school reservations for junior enlisted Sailors. To request this team, and for additional information, contact LT Robertson (PERS #4010S) at DSN 223-1326 or (703) 693-1326. More information is also available in NAV-ADMIN 278/95.‡

When you are selected for conversion into the MN rating, you may be detailed at your current PRD to sea or shore duty.

The revised MN occupational standards and new MN Personnel Advancement Requirements bibliography, along with a study guide, are now available and will be included as part of the September 1996 exam cycle.

More information is available in NAVADMIN 256/95, or from CDR Brown, surface combat systems enlisted community manager, at DSN 224-6503 or (703) 614-6503; or by fax to DSN 224-6502 or (703) 614-6502.‡

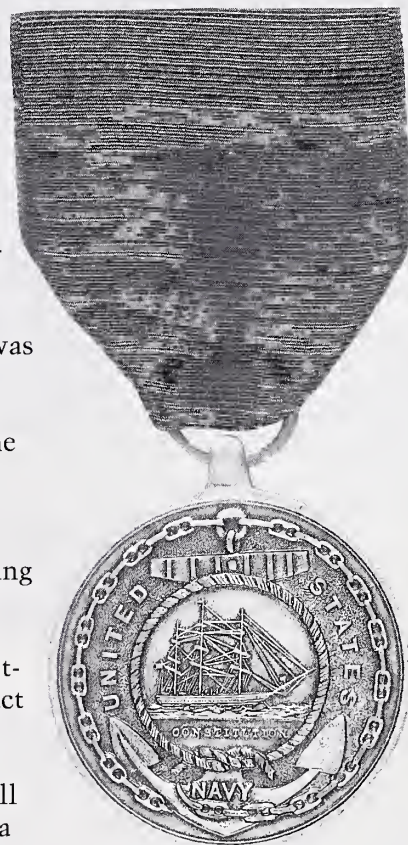
Good conduct

■ Sailors can now earn a Good Conduct Medal in three years, instead of the four years currently required, because of a change in eligibility approved last week by Secretary of the Navy John Dalton.

SECNAV's action also affects the Marine Corps Reserve Medal and the Naval Reserve Meritorious Service Medal. The change for all three medals is effective Jan. 1, 1996.

The Navy Good Conduct Medal was established by the Secretary of the Navy on April 26, 1869, to recognize the "All around good Navy enlisted person, qualified in all phases of conduct and performance." The award was given based on three-year increments until Nov. 1, 1963, when the requirements were lengthened to four years.

The change will bring the Navy in line with the other military services which currently award Good Conduct Medals for three-year periods. Implementation of this change will follow as specified in a forthcoming NAVADMIN.‡



DECK PLATES

Stay the course, make a difference

An interview and photos by JO1 Ron Schafer

Master Chief Aviation Ordnanceman (AW) David Borne is the Fleet Master Chief for U.S. Atlantic Fleet. Borne, a 25-year Navy veteran, is from Luling, La. He has been assigned to a variety of commands and positions, from working with guided missiles on a carrier off the coast of Vietnam to command master chief of a deployed attack squadron during the Gulf War.

Journalist 1st Class Ron Schafer sat down with AOCM(AW) Borne to discuss issues currently facing Sailors on the deckplates.

AH: You spend a lot of time talking to Sailors in the Atlantic Fleet. What are they saying? What's on their minds?

Borne: "One of the questions that always seems to come up as I'm talking to Sailors is, 'Is the drawdown over?' People are concerned about their future. They want to know if their careers are still in place.

"We also get questions about something that means different things to different people and that is quality of life... I think we have to continue working and making sure that what we're doing is going to make a difference for our Sailors.



Fleet Master Chief David Borne tells Sailors, such as these on board USS Anzio (CG 68), responsibility is a two-way street – Navy leaders must help Sailors reach their goals, while Navy men and women must strive to do their very best.

AH: What else are Sailors worried about?

Borne: "OPTEMPO, PERSTEMPO and upward mobility. Sailors also want to know that the Navy will keep its word regarding special programs we've offered."

AH: The end of the drawdown is now in sight ... what opportunities can we expect to see in the coming years?

Borne: "A message came out recently about 'A' schools saying there are seats available ... if we have these seats available, we want to make sure our men and women have an opportunity to get those seats. With that, along with some terrific officer programs – the Seaman-to-Admiral program being the newest of those – we have a lot of opportunities. That makes a difference because upward mobility is the key."

AH: The Navy is making programs available, but what about the individual Sailor's responsibilities?

"We can't just spoon-feed Sailors and expect them to grow up to be leaders."

"How do you do that? You spend a lot of time talking to Sailors, talking to supervisors, talking to senior leadership of the Navy, making sure we're all on the same track. If we go off in different directions nobody benefits. We'll get farther up the hill if we work together than if we go off on our own."

Borne: "I think it's a two-way street. I have a responsibility to do all I can to help Sailors realize their goals and their dreams because that's good for the Navy. You, as a Sailor, have a responsibility, to this Navy and to yourself, to do the very best that you can. That means you have to study. That means you have to do the things that you know will keep you competitive. We can't just spoon-feed Sailors and expect them to grow up to be leaders. They have to become involved in that process. And it doesn't happen overnight. There's a lot of hard work involved ... You have to strive to make a difference for the better."

AH: How do you account for the success of your 25-year career?

Borne: "Not being afraid to give a day's work for a day's pay. I always believed that hard work was going to pay off sooner or later."

AH: Who were the role models that helped shape you, and what lessons did they teach you?

"You have to strive to make a difference."

Borne: "My mom, who always told me not be afraid of hard work, and my brother, who was the reason I joined the Navy. The most important lesson learned has been to treat people with respect and dignity ... period!"

AH: A lot of the success of a Sailor depends on his or her leaders. What is the main ingredient for good leadership?

Borne: "We use a lot of buzz-words and phrases like 'leadership by example' and 'you have to be a good follower before you can be a good leader.' That's very accurate. You can come up with 15 of those and then tonight think of three more. But, I believe treating people with respect is key."

AH: Young people today face a lot of tough choices. How do we help our young Sailors make the right decisions?

Borne: "People in society generally don't have the opportunity to do some of the things we do. They don't hold their fingers over buttons that can change the face of the world as we know it. They don't control, in one command or in one unit, firepower that can be absolutely devastating. They don't generally have the type



"Two out of 100 is two too many," says Borne, talking about people who are not committed to supporting the Navy's equal opportunity policies.

of responsibilities that we give people at an early age, early in their careers. There are a lot of things in [today's] society that we, clearly, won't accept in this environment, with the job that we do.

"What we're really doing, by setting the standards the way we do, is taking the best and telling them, 'You are the best that society has to offer. Now, we're going to put you in an environment where the standards are even higher.' ADM William J. Flanagan Jr., (CIN-CLANTFLT) says, 'We're here to serve, not to be served.' And, to be a part of this outfit, you must be willing to serve the American people. Knowing our mission, knowing our job, knowing what we've taken an oath to do ... clearly our standards are going to have to be higher."

"Clearly our standards are going to have to be higher."

AH: Is the Navy still an exciting place to be?

Borne: "Yes. The opportunity to travel throughout the world ranks high. Visiting foreign countries really makes one appreciate living in America. Also, Sailors know they are really making a difference in the world."

AH: At your last job, you worked with Navy equal opportunity programs and you continue to be involved in these issues daily. Have we achieved equal opportunity in the Navy?

Borne: "When I draw an analogy between what goes on in the Navy and what goes on in society, I think we're ahead. But, I also think that we have a way to



OSSR Wesley C. Fisher Jr., of Elmsford, N.Y., talks one-on-one with the fleet master chief on USS *Anzio* (CG 68) mess deck.

go. We've made some great strides. We have some things in place that should guarantee that we can do the right thing and that we can make the right moves. We can come up with rules, policies and regulations, but you need people committed to following those rules and regulations to make it work. If you have two

***"The most important lesson ...
treat people with respect and
dignity ... period!"***

people out of 100 who don't do it the right way, those are two that you're going to hear about. That's where the focus is going to be. Does that mean we're having major problems? No. It really reinforces the fact that it's a never ending job, that you can never let your guard down, that you can't just stop and say, 'we've accomplished our task.' Because two out of 100 is two too many."

AH: What about career opportunities for minorities in the Navy?

Borne: "When I came in the Navy, in 1971, and made a cruise on USS *Saratoga* [CV 60]. I don't think we had a black master chief on the aircraft carrier. To be honest, I'm hard pressed to recall if there was a black chief. I know we had a black officer, a pilot, in one of the squadrons and I remember just staring at this guy – always looking for him, always wanting to observe him.

"When you compare that scene with what I see today, we've made some tremendous strides. It's not uncommon to see that nowadays, not just with African Americans but with other minorities as well. It's great to see women in some of these positions where it used to be just men. It's great to see Hispanics in these positions. When I think of minorities moving in the right direction, I don't just think African American. I think of Native Americans, I think of Hispanics, I think of different ethnic backgrounds that make up this Navy. It's a mix that comes together for the common good of all Americans.

When everybody plays a part in making it a great country, then everybody should benefit from it being a great country."

***"When everybody plays a part
in making it a great country, then
everybody should benefit from it
being a great country."***

AH: What can you tell us about the Sailors you meet day-to-day?

Borne: "I think that today, Sailors are better than they've been in a long, long time. And I think it's because they have leaders who stand up and accept responsibility. When Sailors come in, they make a commitment. And I think they understand what that commitment is. They're not being driven by the draft. They're not being driven in because they want to avoid doing something else or they want to avoid going to certain places. I think they're coming in because they want to be a part of an organization that stands for something. And I think we do stand for something. We

***"If you want to see what some-
body's made of, check them out
under pressure."***

take our lumps but, you know, that's part of life too.

Sailors are committed and very tough. If you want to find out what somebody's made of, check them out under pressure. Because that's when you'll really know who you're dealing with." ‡

Schafer a Norfolk-based staff writer for All Hands.



Equal treatment for everyone

It's not only right — it's readiness

Story by JO1(SW) Jim Conner, photos by PH3 Sammy Dallal

The five men stood in a circle staring at each other, each waiting for someone to utter the first word. Their mission was cut and dry. They had to make all the rules — no matter how complicated or trivial — that would govern an entire society. Their group's decisions would become law and affect everyone regardless of their race, gender or religious beliefs.

The scenario, an experiment in role playing designed to show how racism can be prevalent even on a subconscious level, is part of the fourth week in a 16-week Equal Opportunity Advisor Course at the Defense Equal Opportunity Management Institute (DEOMI), Patrick Air Force Base, Cocoa Beach, Fla. It involves students from all branches of the military including the U.S. Coast Guard.

At DEOMI, EO advisor

classes of about 100 students break down into six groups. Each group is told to form their own society of which white males would make all the rules. After about 20 minutes a facilitator shows up to discuss the student reactions.

"We don't really teach students anything here," said Senior Chief Aviation Machinist's Mate Frank Bishop, a course facilitator. "We help students open their eyes to

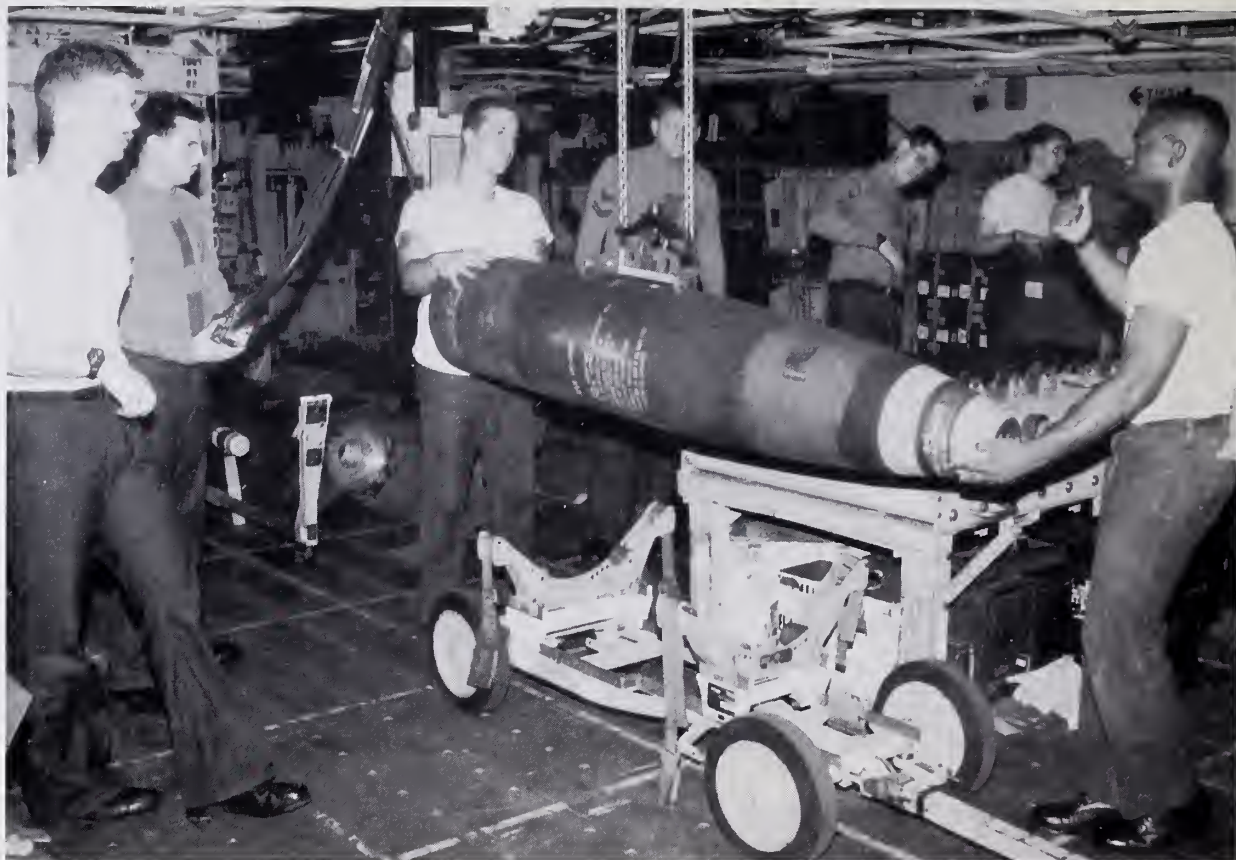
things they've never seen before. We talk about racism, sexism and sexual harassment. We give them definitions and then we role-play and let them figure it out," explained the Miami native.

The course is a big eye-opener for many students. "I've realized many things since coming here," said Chief Gunner's Mate Robert Lott, a student from Santa Rosa, N.M. "It's pulled the blinders off



▲ Two students study in the DEOMI library for the next day's class.

G-3 Division Sailors aboard USS *Theodore Roosevelt* (CV 71) load a 1,000 pound bomb from a skid cart to an ordnance assembly area in preparation for Bosnian airstrikes.



my face, making me much more aware of equal opportunity and equal employment opportunity issues."

"It's pulled the blinders off my face ..."

— GMC Robert Lott

DEOMI offers several other courses dealing with EEO, however the Equal Opportunity Advisor Course is the school's most intense and comprehensive program. A guest lecture series is incorporated into the curriculum and students can discuss equal opportunity and related leadership issues with experts in the field. Organized athletics are also built into the curriculum to promote team building and help relieve stress. Every Wednesday afternoon students gather on the field to play softball or volleyball.

Senior Chief Radioman Ann Howard, assigned to Naval Air Station Fallon, Nev., said the course made her aware of more than just EO issues. "We also learn much about ourselves," said the New Orleans native. "The most exciting thing for me is learning the similarities of other cultures."

The need for DEOMI arose from the violent and nonviolent protests against racism of the late 1960s.

Military leaders were convinced that race relations education had to be provided to the armed forces. DOD then established the Race Relations Education Board, and in 1971, created the Defense Race Relations Institute. To reflect its growth, the name was changed to the Defense Equal Opportunity Management Institute in 1979.

DEOMI is housed in six buildings with numerous classrooms, two auditoriums, an audiovisual department and administrative offices. Additionally, the institute maintains a library with more than 12,000 books, research reports and audio visual products.

"What we do here is of major importance," said Army Col. Ronald M. Joe, the institute's commandant. "The readiness of our forces is the primary concern of all our military and civilian leadership. And people are the most important aspect of our military readiness. If people are not taken care of or are being discriminated against, they are not effectively pointed toward mission accomplishment," explained the Daytona Beach, Fla., native. "Therefore, it's a leadership issue and it is the responsibility of every commander to keep his or her people focused on the mission."

To ensure their message reaches as many people as possible, DEOMI's Mobile Training Team (MTT) is constantly on the road training various commands around the globe. On an average, MTT trains 3,000 people a year.

Chief Signalman David A. Higgins of Vandalia, Ohio, a facilitator at DEOMI, has advice for leaders throughout the fleet. "If people aren't aware of what

Curriculum

The 16-week Equal Opportunity Advisor Course graduates about 350 students annually, and is the most intensive and comprehensive program at the school. Classes are designed to improve students' leadership and advisor skills by focusing on effective leadership, communication skills, cultural factors and unit cohesion. Students also learn their service's equal opportunity policies and programs.

A two-week Equal Opportunity Program Orientation for Managers course trains about 150 students per year. The course is an orientation on equal opportunity issues and helps students new to the field learn effective management of an equal opportunity program.

The Senior Enlisted Equal Opportunity Workshop (for senior enlisted advisors E-7 to E-9) is designed to examine current and potential equal opportunity problems that could affect mission readiness. The one-week workshop includes lectures, guided discussions, exercises and case studies dealing with equal opportunity and human relations issues.

The Reserve Component Course trains about 360 students per year, and parallels the 16-week course, but is structured in two resident phases of two weeks each, and one nonresident correspondence phase. Scheduling is flexible to meet the needs of students and commanders.

The Civilian Equal Employment Opportunity Courses (EEO) are designed to train about 360 EEO personnel a year. There are three different two-week courses targeted at senior EEO program managers, EEO specialists and EEO counselors. These courses develop cultural awareness and enhance skills in EEO complaint processing, current EEO law, communications, counseling and dispute resolution techniques.

DEOMI Mobile Training Teams ensure constant contact with the services through exported EO training workshops. In addition, the teams conduct Senior Executive EO Seminars for all rear admiral/brigadier general selectees and senior executive service equivalents.

DEOMI Research Role

In 1987, DEOMI began researching, monitoring and publicizing equal opportunity (EO) findings. Since then, their research has expanded through innovative programs:

- Internship programs allow service members and civilians to work at DEOMI for 30 days on specialized projects. The results are used by advisors and others in the field.

- The Summer Research Program permits visiting researchers from civilian institutions to investigate equal opportunity issues. Their results are compiled, published and distributed to interested researchers and DOD agencies.

- The Military Equal Opportunity Climate Survey, a confidential organizational survey lets commanders assess EO and organizational climates of their units. (Call DSN 854-2675 for information.)

- Reports and summaries about minorities and women in the armed forces are prepared and distributed to equal opportunity advisors and agencies charged with implementing EO policy.

- DEOMI's Electronic Bulletin Board provides graduates and field agencies immediate access to current information in the EO field.

- DEOMI's internet address is open to everyone interested. The address is: <http://www.pafb.af.mil/deomi/deomi.htm> (For more information concerning the internet contact LCDR McDonough at (407) 494-6096 or DSN 854-6096.)



others feel, their behavior may never change," said the 19-year Navy veteran. "Leaders who want to be more effective should listen to their people. It gives me great personal satisfaction when I look at a student and see a light bulb come on. I know that person will go back to his or her command and be a much better leader."

Maybe one day racism, bigotry and all forms of discrimination will be eliminated from society and

institutes like DEOMI can close its doors forever. But just as the small experiment in role-playing showed — we can all learn when it comes to equal opportunity and fair treatment for everyone. †

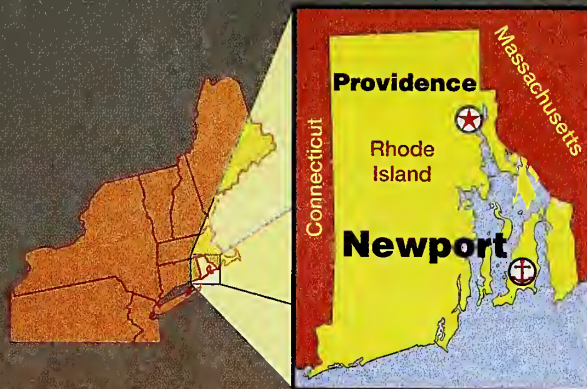
Conner is a photojournalist and Dallal is a photographer for All Hands.

Assignment: Newport, Rhode Island

Progressive training, traditional site

Story and photos by PH1 Dolores L. Anglin





For more than 200 years, the coastal town of Newport, R.I., has been the site of some of the Navy's most important events. During the Revolutionary War, the surrounding Narragansett Bay harbored the small fleet of the Continental Navy. During the Civil War, U.S. Naval Academy faculty and students moved to Newport to avoid capture by Confederates.

At the height of World War II, 80 percent of the torpedoes used by our country were manufactured at the Goat Island Torpedo Station, just a stone's throw off Newport's shore. Today, the Navy in Newport continues to contribute to our nation's security. But now the product is even more important: highly trained people for the fleet.

Newport is home to more than 30 Navy and DOD commands and activities. It is the premier training site for surface officers and newly commissioned staff corps officers, senior enlisted personnel and prospective midshipmen. Nearly 1,700 military staff members educate and support approximately 2,200 students on a daily basis.

Some of the Navy's largest commands in Newport include the prestigious Naval War College, Surface Warfare Officers School, Naval Justice School, Naval Undersea Warfare Center Division Newport and Naval Education and Training Center (NETC).

NETC operates seven schools which include Broadened Opportunity for Officer Selection and Training (BOOST), Damage Control Division Officers School, Officer Indoctrination School, Senior Enlisted Academy, Chaplains



Photo by Ron Fontaine

Sunset over Newport Bridge, Newport, R.I.

Green Lane housing at Newport, R.I.

School, Communications School and Instructor Training School. But while Newport may be a mecca for those wishing to broaden their knowledge, it's also a challenging assignment for senior enlisted personnel serving as instructors.

"We educate a lot of junior and senior officers, and we have a lot of senior enlisted people in instructing positions," said Master Chief Electrician's Mate (SS) Kevin M. Pierre, NETC'S command master chief.

"As an instructor, you have an opportunity to sharpen your speaking skills to get your point across to a student. You also have the opportunity to get away from the operational side of the house, slow down, take a close look at yourself and identify areas [for improvement] professionally and academically," added Pierre.

Gas Turbine System Technician (Electrical) 1st Class Jimmy F. Kilgore, an instructor at Surface Warfare Officers School (SWOS), was an "A" school instructor for four years, but now teaches gas turbine plants for various surface platforms to junior and senior officers.

"Instructing at this level gives you a chance to form the leadership you are going to work for out in the fleet. Here, we can ensure when a junior officer gets to the fleet he or she knows what to expect and will have a good foundation of engineering knowledge," said Kilgore.

"This is also the place that most junior officers get their first impression of enlisted people. We answer a lot of questions that junior officers have about how to handle their work centers and how to earn the respect of the enlisted personnel," said Kilgore.

At first glance, Newport may seem to cater only to officers and senior enlisted Sailors. But it's a rewarding duty station for junior enlisted Sailors as well. Assignment to a training command allows Sailors time to start or continue their college education.

Higher education is available from Harvard University, an hour north of Newport in Boston, as well as private schools like Salve Regina College, in the heart of Newport.

"This is a good place to work on areas like your education," said Seaman Marcela Gonzales, assigned to the Naval War College Security Office.

"I've accomplished more here than I would have been able to at other duty stations. The command really supports extra education and volunteer work," added Gonzales.

Newport isn't only about studying and school. For transient students and permanently assigned Sailors, Newport offers plenty of activities to help unwind or entertain.

Small, cozy cafes and specialty shops, separated by vintage homes dating back to 1699, make for long, leisurely walks on the waterfront. Beaches draw the volleyball and sunbathing crowds while sailboats and fisherman fill Narragansett Bay. Some of the most expensive real estate in the country can be found on Bellevue Avenue and the breathtaking coastline is always a favorite place. Providence, R.I., and Boston are within an hour's drive for those seeking a faster pace.

Duty in Newport can also be a time of reflection and growth.



▲ Souvenir shops and cozy cafes line Thames Street, making it a favorite spot for tourists.



◀ MMFN(SS) Michael C. Thomas (left), of Washington, D.C., and ET3 Michael M. Barksdale, of Baltimore, Md., both members of the Broadened Opportunity for Officer Selection and Training (BOOST) Program, finish up the day with a workout.

▼ Officer Indoctrination School students attend TQL classes during their training at Newport.



◀ MU1 Heidi L. Willson, of Winsted, Conn., plays the saxophone during a practice session at the band room at Newport.

"This place gives Sailors time to think and work on their careers. For single Sailors, it gives them time to reflect and refocus professional and personal life. For families, it provides more time to spend with your kids," said Pierre.

Musician 1st Class Heidi L. Willson, a member of Navy Band Newport, wife and mother of two, is just finishing up her second tour at Newport.

"Newport is a place you would want to come back to. It's beautiful, clean, has lots of history and there is so much to do here. It feels like home to me," she said.

Challenging assignments, small town appeal, high-quality colleges and loads of activities in the New England area make duty in Newport worth checking into. ‡

Anglin is a photojournalist for All Hands.

► The Breakers mansion, built for Cornelius Vanderbilt in 1895, is just one of many turn-of-the-century mansions open for tours to the public. Some of the most expensive real estate in the country can be seen on Bellevue Drive in Newport.

►► GSE1 Jimmy F. Kilgore, of Mobile, Ala., explains how a gas turbine engine works to students at Surface Warfare Officers School.



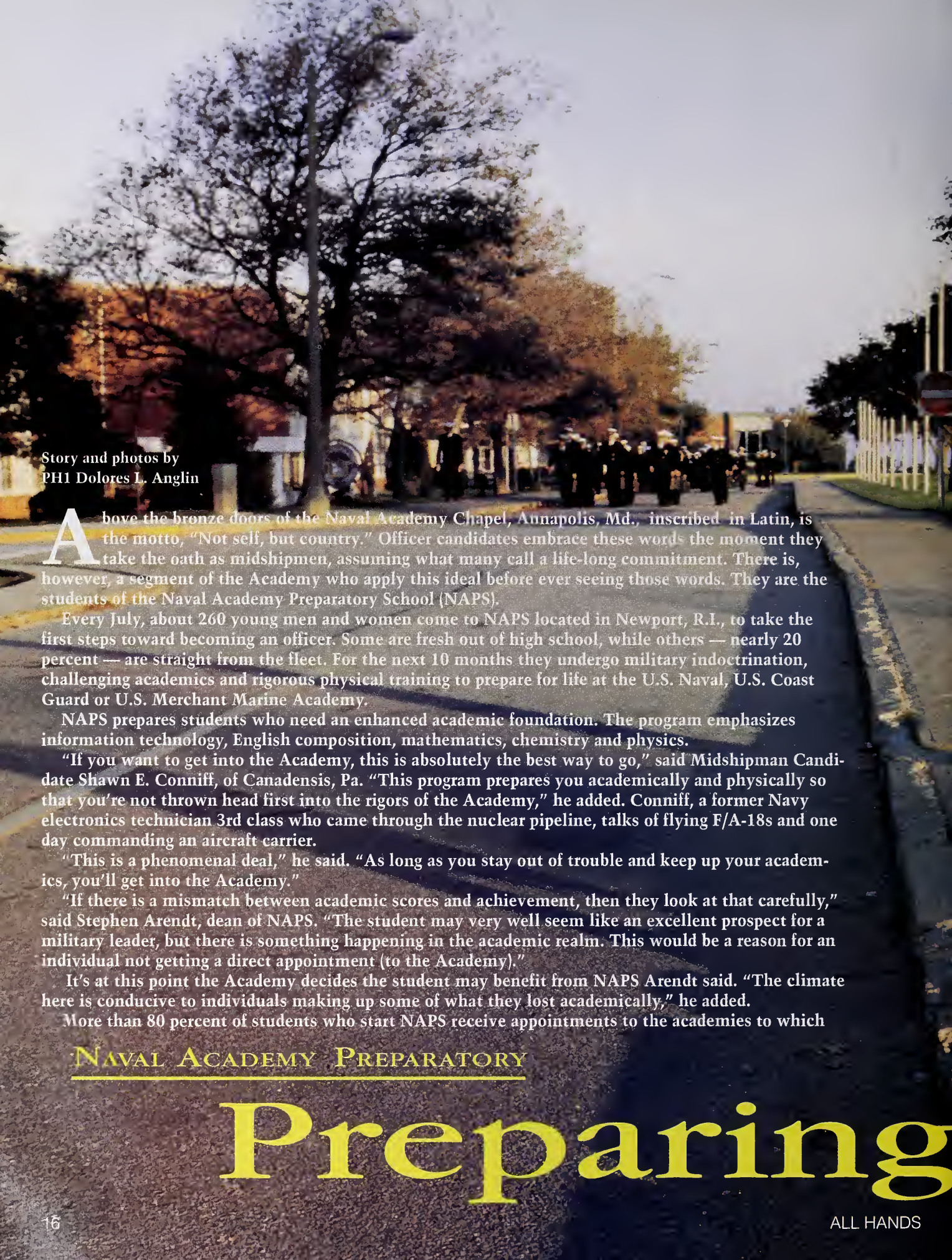
▲ EMCM(SS) Kevin M. Pierre (left), of Bacherin, La., shakes hands with Laura Tesoro after her husband's, SK1 Geroncio A. Tesoro, re-enlistment ceremony at the supply department.





▲ John J. Caminiti, of Newport, R.I., displays fresh lobsters from his shop.

◀ MU1 Heidi Willson and MU1 Allan Willson, both musicians with Navy Band Newport, collect shells with their sons Ethan and Noah at Carr Point after a long workday.



Story and photos by
PH1 Dolores L. Anglin

Above the bronze doors of the Naval Academy Chapel, Annapolis, Md., inscribed in Latin, is the motto, "Not self, but country." Officer candidates embrace these words the moment they take the oath as midshipmen, assuming what many call a life-long commitment. There is, however, a segment of the Academy who apply this ideal before ever seeing those words. They are the students of the Naval Academy Preparatory School (NAPS).

Every July, about 260 young men and women come to NAPS located in Newport, R.I., to take the first steps toward becoming an officer. Some are fresh out of high school, while others — nearly 20 percent — are straight from the fleet. For the next 10 months they undergo military indoctrination, challenging academics and rigorous physical training to prepare for life at the U.S. Naval, U.S. Coast Guard or U.S. Merchant Marine Academy.

NAPS prepares students who need an enhanced academic foundation. The program emphasizes information technology, English composition, mathematics, chemistry and physics.

"If you want to get into the Academy, this is absolutely the best way to go," said Midshipman Candidate Shawn E. Conniff, of Canadensis, Pa. "This program prepares you academically and physically so that you're not thrown head first into the rigors of the Academy," he added. Conniff, a former Navy electronics technician 3rd class who came through the nuclear pipeline, talks of flying F/A-18s and one day commanding an aircraft carrier.

"This is a phenomenal deal," he said. "As long as you stay out of trouble and keep up your academics, you'll get into the Academy."

"If there is a mismatch between academic scores and achievement, then they look at that carefully," said Stephen Arendt, dean of NAPS. "The student may very well seem like an excellent prospect for a military leader, but there is something happening in the academic realm. This would be a reason for an individual not getting a direct appointment (to the Academy)."

It's at this point the Academy decides the student may benefit from NAPS Arendt said. "The climate here is conducive to individuals making up some of what they lost academically," he added.

More than 80 percent of students who start NAPS receive appointments to the academies to which

NAVAL ACADEMY PREPARATORY

Preparing



A midshipman candidate walks to classes at Perry Hall.

Our future

they apply. Many students earn athletic scholarships, but let there be no mistake, academics come first. Always.

"The teachers here make you work, but they also support you with extra instruction. The command emphasizes academics above athletics and the academics are hard," said Midshipman Candidate Maura A. Duggan, from Farmington Hills, Mich. "Grades always come first." Duggan, a determined young woman, graduated from high school only eight months ago.

Academics are just one aspect of the training needed to prepare a candidate for life at the Academy and as a military officer. Military training, routine and organization round out the rest of the program. The first three weeks of NAPS are equivalent to boot camp, complete with haircuts, uniform issue and classes on military rank structure and protocol.

A typical NAPS day starts at 6:15 a.m. Students hit the ground running with breakfast, field day, last-minute study sessions and watch-section musters. At 7:30 a.m., they spill out the doors and fall into formation. Platoon leaders sound off the muster report. The battalion commander, an intense-looking, prior-enlisted machinist's mate 3rd class, steps forward and instructs platoon leaders to take charge and carry out the plan of the day.

Classes start at 7:55 a.m. sharp. For the next seven hours, candidates

soak up math and science lessons from military and civilian instructors. As classes end, students find the day isn't over. Physical training comes next.

All candidates participate in varsity or intramural sports such as lacrosse, soccer, football or sailing. Varsity teams compete against local junior colleges and preparatory schools. Physical training helps develop teamwork and a sense of competition, but it also helps the students step back and refocus before hitting the books during the evening study session.

Some students say that NAPS fits a 36-hour day into 24 hours. Maximizing their time is crucial, but instructors and the student chain of command bring organization to a student's full and hectic day.

"The program here teaches you

not only academics, but also time management, self-discipline and teamwork. Everything here is set up around those things," said Midshipman Candidate Eric Hu, a native of Menlo Park, Calif. "Leadership is definitely a strong point here, too. The staff emphasizes that by giving the students positions of leadership over a squad, platoon or the whole battalion."

Battalion Commander Midshipman Candidate Jaime Apodaca is the liaison between the student body and the executive officer. A former MM3, Apodaca had a bit of a head start in leading and governing the battalion.

"As a junior petty officer, I learned how to work with and talk to people," said Apodaca, an El Paso, Texas, native. "To get things done, you have to use a little strategy, a little tact with your people. In my position,

► Watch section muster includes personnel inspections on the quarter deck.

▼ Midshipman Candidate Jaime Apodaca, from El Paso, Texas, discusses a chemistry problem with a classmate.



► Executive Officer Midshipman Candidate Maura A. Duggan, of Farmington Hills, Mich., stands tall at morning quarters.

►► Midshipman Candidate Kristen Rasmandel, of Columbia, Md., shows off her soccer skills during a practice.



Photo by Ron Fontaine

it's not so much that these people work for me, but rather I work with them. I have to remember that I'm one of them, not senior to them, and yet I still have to get the job done."

NAPS also instills in candidates, whether straight out of high school or prior enlisted, the ideals of honor, loyalty and commitment. For many, this initial year of education and training may be the very thing that gets them through the next four.

"For those people who may think they're not ready for the Naval Academy, NAPS should definitely be considered," said Midshipman Candidate Cherece A. McKinney, of St. Louis. McKinney was initially accepted to the U.S. Military Academy, West Point, N.Y., but decided to go Navy. "If I didn't come (to NAPS) I don't think I would be prepared to go to the Academy. I'm stronger now in my academics and this program is really maturing me. This program is definitely, definitely worth it," she said. ‡

Anglin is a photojournalist for All Hands.



▲ Midshipman candidates march to class.

▲ ▲ LT Julia E. Dillon, of Nanuet, N.Y., tutors Midshipman Candidate David R. Carmel of Worth, Ill., in physics.

► Midshipman Candidate Norman F. Spicer (left), of Lakewood, Ohio, and Midshipman Candidate Eric H. Hu, of Menlo Park, Calif., work out a physics problem in class.

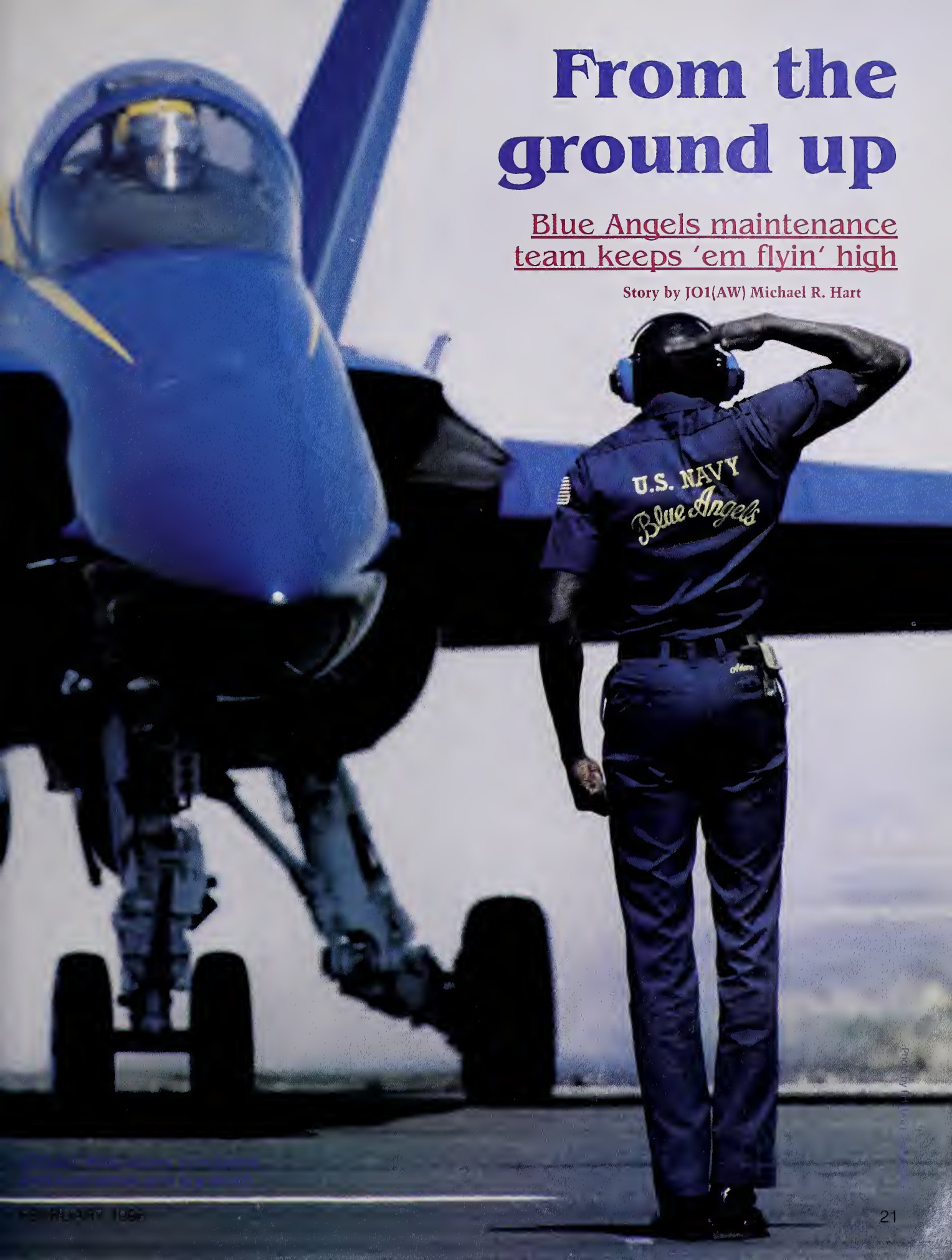
For further information on Naval Academy Preparatory School requirements, call 1-800-638-9156 or write Commander, Naval Academy Preparatory School, Newport, R.I. 02841.



From the ground up

Blue Angels maintenance team keeps 'em flyin' high

Story by JO1(AW) Michael R. Hart



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They're one of the most high-profile flight demonstration teams in the world. Each year millions of spectators fill airfields nationwide to witness their aerial wizardry.

Blue Angels pilots make it look so easy, guiding their F/A-18 *Hornets* through graceful twists, turns and acrobatic maneuvers.

They dazzle crowds with their high-speed, high-flying precision. Children and adults cheer with anticipation and excitement as the blue and gold jets scream across the sky.

That excitement is generated by the pilots'



Photo by PH1(AQ) Casey Atkins



Photo by PH1(AQ) Casey Atkins

▲ AMS2(AW) Allen Castillo (left), from Manila, Puerto Rico, and AMS2 Robert Owens, from Cunningham, Ky., wait for the engines to shut down after a performance before assisting the pilot.

◀ A normal work day, according to AMS2 Todd Campbell, of Harrisburg, Pa., is 13- to 16-hours long.

precision and well-rehearsed showmanship.

However, there are many more members of the Blue Angels team working on the ground — before, during and after the air show. These top-flight maintenance technicians help ensure the Blues can get in the air on time — every time.

"My position with the Blue Angels is very important, because I'm part of a team that represents the U.S. Navy as well as the U.S. military in the United States and foreign countries," said Aviation Electrician's Mate 2nd Class Joey Thomas, a Sulphur Springs, Texas, native.

As a squadron video technician, Thomas sets up public address systems for airshows and maintains all radio and communications gear. He also videotapes the demonstrations for safety and critique purposes. "I'm proud to be a member of the Blue Angels team. It's the chance of a life time," said Thomas.

And it's something each member takes seriously.

"I represent the Navy in a professional manner at all times," said Aviation Structural Mechanic (Structures) 2nd Class Todd E. Campbell, an airframe

See GROUND, Page 27



AD1(AW) Foster Stringer, of Birmingham, Ala., services a Blue Angel F/A-18 with smoke oil before a demonstration.



Blue Angels 1996 Schedule

March

16 NAF El Centro, Calif.
23-24 * Davis-Monthan AFB, Ariz.
30-31 Tyndall AFB, Fla.

* Possibility exists for Davis-Monthan to be a Saturday only show.

April

6-7 Easter Weekend
13-14 MCAS Beaufort, S.C.
20-21 NAS Norfolk
26-28 MCAS El Toro, Calif.

May

4-5 Yakima, Wash.
10-12 Fort Lauderdale, Fla.
18-19 Andrews AFB, Md.
22 U.S. Naval Academy
25 Moody AFB, Ga.

June

1-2 Chattanooga, Tenn.
8-9 NAS South Weymouth, Mass.
15-16 Concord, N.C.
22-23 Davenport, Iowa
29-30 NAS Fort Worth, Texas

July

6-7 Traverse City, Mich.
13 Pensacola Beach, Fla.
20-21 Dayton, Ohio
27-28 Springfield, Ill.

August

3-4 Selfridge ANGB, Mich.
10-11 Seattle
16-18 NAS Miramar, Calif.
24-25 Chicago





September

| | |
|--------------|-----------------------|
| 31(Aug.) - 2 | Cleveland |
| 7-8 | Scotia, N.Y. |
| 14-15 | Grand Junction, Colo. |
| 21-22 | Topeka, Kan. |
| 28-29 | Midland, Texas |

October

| | |
|-------|------------------------|
| 5-6 | NAS Point Mugu, Calif. |
| 12-13 | San Francisco |
| 19-20 | Bowling Green, Ky. |
| 26-27 | NAS Jacksonville, Fla. |

November

| | |
|-----|---------------------|
| 2-3 | NAS New Orleans |
| 8-9 | NAS Pensacola, Fla. |



GROUND, From Page 22

mechanic from Middletown, Pa.

That "professional manner" includes meeting and greeting spectators to answer questions and sign autographs, and more importantly, keeping the aircraft at peak performance.

On airshow days the mechanics rise around 5:30 or 6 a.m. to do "morning turns," performing pre-flight and post-flight inspections, flight control checks and starting up the engines. There are countless other inspections such as daily, turn-arounds, 100, 200 and 400-flight-hour inspections.

"A normal work day consists of about 13 to 16 hours," said Campbell. Unlike some fleet-going squadrons, Blue Angels mechanics do not use a day or night check system – with overnight crews completing required maintenance. "We have only one shift – we call it, 'day check-stay check,' which means we work as long as necessary to have the jets ready to perform the next day.

"It's very demanding maintaining these aircraft," said Campbell. "When I'm assigned to a specific task, I approach the problem with a killer instinct. I want the jets to look and fly their best at every showsite."

Continuously maintaining the jets might not be glamorous work, but it's an essential part of the job.

"The maintenance we do on the aircraft is very important to our overall mission," said Aviation Ordnanceman 2nd Class (AW) Willie Adams, a squadron crew chief from Atlanta. "It gives me great pride when I sign a piece of paper saying an aircraft is safe for flight. My job is important because I am the final person to look at a jet before the pilot takes to the air. That's the greatest pride of all." †

Hart is a photojournalist assigned to All Hands.

Fly with the Blue Angels

The Navy Flight Demonstration Squadron, the Blue Angels, is accepting applications for the 1997 show season. There are open billets for E-5s and E-6s in virtually all aviation ratings, as well as yeoman 1st and 2nd class, journalist 2nd class, draftsman 2nd class and chief aviation electrician's mate.

If you'd like to travel throughout the United States and represent the Navy, this demanding duty may be for you.

Sailors interested in applying should submit a NAVPERS 1306/7 which includes: present command endorsement, a copy of your last three performance evaluations, PRD/EAOS, valid telephone numbers (work and home), date submitted and a complete mailing address.

Applicants must have a projected rotation date of fall 1996. Specific submission guidelines are contained in the Enlisted Transfer Manual (ENLTRANSMAN), Chapter 9.23.

In addition to the requirements listed in the ENLTRANSMAN, journalist and draftsman applicants should be prepared to present a portfolio of their published work during their scheduled interview.

Applicants who are deployed between now and March 1996 or stationed overseas, must send three photographs [front, side and back views in uniform of the day (not dungarees)] and a letter from a flight surgeon or medical doctor stating the applicant is medically cleared for arduous duty/remote duty transfer. These items should accompany the member's NAVPERS 1306/7.

Submissions must be received by the Blue Angels no later than March 10, 1996. Assignment to the Blue Angels is considered Type 5 neutral duty. Questions may be directed to YNC(AW) Francis Heibult or AZC(AW) Scott Johnson at DSN 922-2583 or (904) 452-2583. †

U.S. Navy photo



There's nothing more spectacular than a cockpit view during an air show.

The Blue Angels

50 years of heavenly flying

Team, all World War II veterans, took to the sky, performing death-defying twists, spins and twirls.

Showcasing their aerial wizardry in choreographed precision would be the mark of excellence for this newly-formed team, that later became known as the Navy's Blue Angels.

In April 1946, the idea for establishing a flight exhibition team occurred to then-Chief of Naval Operations, ADM Chester W. Nimitz. He wanted a vehicle to promote the Navy in the heartland of America. Today, the Blue Angels remain a strong force in the Navy's recruiting efforts, serving as positive role models and goodwill ambassadors for the Navy.

The Flight Exhibition Team made their first public appearance in June 1946, as they helped commemorate the dedication of Craig Field at Naval Air Station Jacksonville, Fla., during the Southeastern Air Show and Exposition.

The aviators flew for thousands of spectators, including aviation enthusiasts, would-be pilots and dozens of reporters.

Their aircraft of choice — the Grumman F6F-5 *Hellcat*.

From the *Hellcat* in 1946 through the '50s, '60s, '70s and '80s to the present, Blue Angel pilots have banked and rolled in many different aircraft, such as the F8F *Bearcat*, F9F-2 *Panther* and F9F-8 *Cougar*. Go to an air show these days and you'll find them dazzling audiences in the F/A-18 *Hornet*.

The Blue Angels have performed for more than 257 million spectators since 1946, including 5.3 million in 1994. †

June 15, 1946, was a perfect day for flying: light winds and sunshine against the backdrop of a beautiful deep blue sky. Eight pilots from the Navy's Flight Exhibition

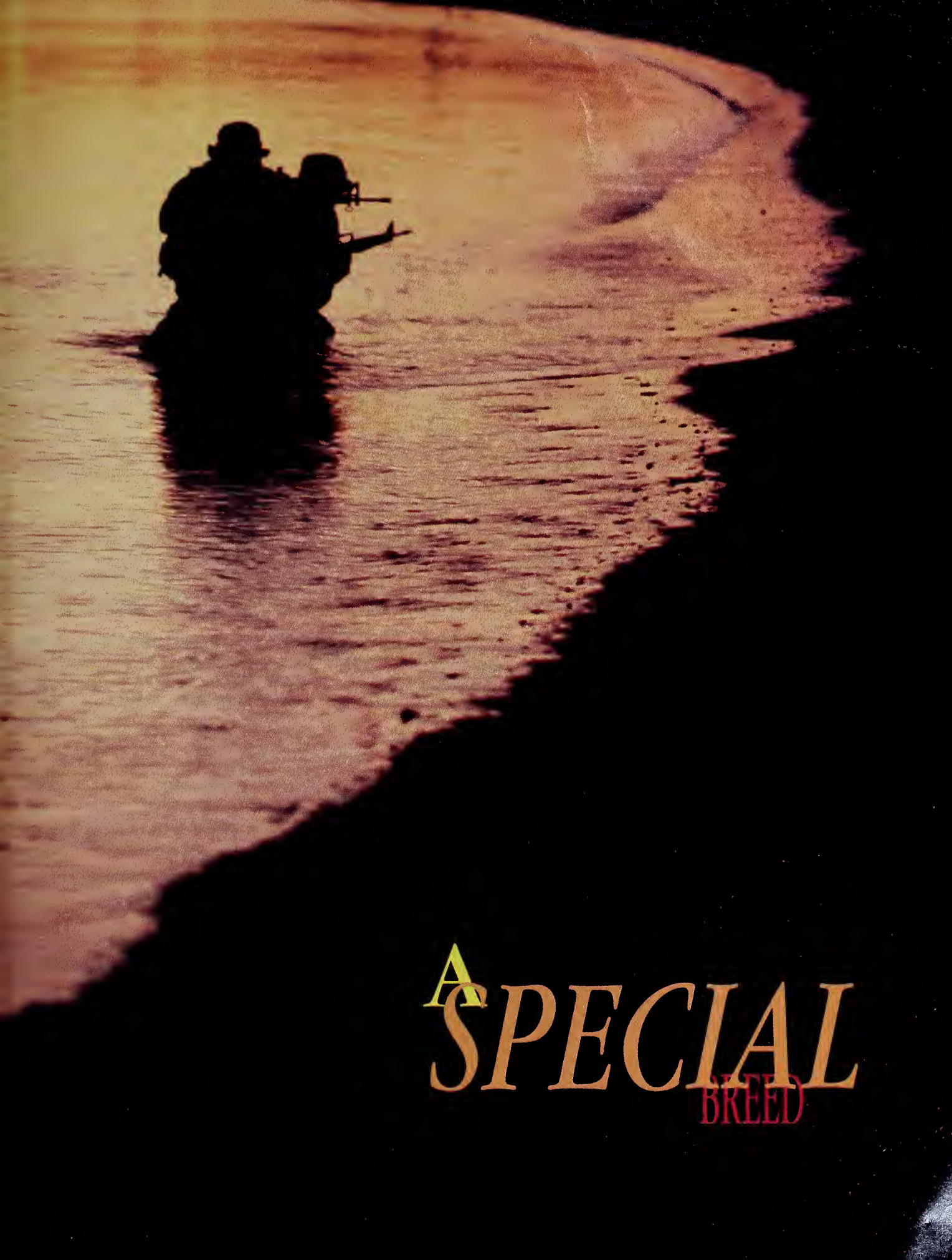


U.S. Navy photo



U.S. Navy photo

▲ CDR Donnie Cochran, of Pelham, Ga., has commanded the Blue Angels since November 1994.



A
SPECIAL
BREED

Photo by PH2 Scott D. Sagisi



▲ BUD/S class 201 line up their rubber raiding craft for approach to the beach at Naval Amphibious Base Coronado, Calif.

► OS3 Anthony Avila, from White Salmon, Wash., sets a perimeter during an exercise at Naval Amphibious Base Coronado,

►► Submarines enhance SEAL stealth by delivering them anywhere, anytime.



U.S. Navy photo

SEALS

Sea-Air-Land

Silent warriors, deadly force

Story and photos by JO1 Ray Mooney

Four men in jungle camouflage strain to lift their burden. Their features are obscured by green and black paint. Combat knives and swim fins hang securely from their belts. These Navy commandos pick up their inflatable boat and head 100 yards to the beach. As they move out, one of them mutters a testament to the hard work involved in their chosen profession.

"This is 90 percent of what we do, right here; carry boats to the water."

It's not all glamour being a Navy SEAL (Sea, Air, Land), according to Boatswain's Mate 1st Class (SEAL) Brian Cooper, an 11-year SEAL veteran from San Luis Obispo, Calif. "It's hard work. You work in all types of environs. Even though SEAL Team 1 is the jungle team, we're still going to Kodiak, Alaska, to work in cold weather operations. We're going to do water ops, air ops and go to the desert. We're busy, definitely on the move the whole time."

"It's not as glamorous as I thought it would be," said ENS Tom Dejarnette, a Nashville, Tenn., native who's been a SEAL only three weeks, "but it's still the best job anybody could ever have."

This isn't a complaint, but rather a dose of reality. "There's actual paperwork and stuff like that involved in being a SEAL. You don't always get to run around out in the jungle," Dejarnette said, with a grin.

Other myths disappear as well when compared to the reality of being a SEAL. For example, you don't have to have the body of a Greek god. "You can't just look at somebody and say, 'Oh, he's a SEAL.'" Cooper said. "Our sizes go from Schwarzenegger-types to little skinny guys. You've got guys that are huge, then you've got guys who are my size, small guys."

"You've just got to want it," Dejarnette adds. "Anybody can do it if they want it."

"It's what's inside of you," Cooper continued, agreeing with his new teammate. "That's what BUD/S (Basic Underwater Demolition/SEAL training) is all about. If you want it, you'll make it. If you don't, you won't. In Hell Week, they don't kick anybody out. You have to quit, and if you quit, you didn't want it."

Hell Week is the sixth week of BUD/S training. It's the most physically and emotionally challenging week faced by Sailors who hope to wear the naval special warfare insignia someday. It's the gut check of the 25-week course that provides the basics of naval special warfare and either makes or breaks all prospective SEALs.

It made Dejarnette just a few months ago, Cooper 11 years ago and continues to produce members of a very close-knit community. "It's like an extended family," Dejarnette said. "I'm sure it's closer than any other community there is, because everybody depends so directly on everybody else for their lives and safety."

"Everybody does the same job, so whether you're at work or you're out in town and you talk shop, everybody's relating and coming up with ideas," Cooper said. "It's not like one person has an overall bigger picture than anyone else."



Phase 1 BUD/S instructor QM1 Joe Hawes, from Hartford, Conn., keeps a close eye on his troops during surf passage drills.



It hasn't changed much in the last decade or so since Cooper first joined the ranks. "In 11 years, we've gotten a little more technical in some spots, but the job is relatively the same." Technological advances haven't eliminated the aspects of the job that first attracted Cooper and probably many others to becoming a SEAL. "You're still patrolling the jungle, you're still shooting, you're still jumping out of airplanes and blowing things up."

So the glamour is there, and so is the paperwork. Interested? ‡

Mooney is a San Diego-based photo-journalist for All Hands.

➤ SEALs take a building during a training exercise.

▼ Mistakes can be costly. Fortunately this time the result is only having to hold a boat full of sand over your head. GMGSN Daniel E. Waters, a BUD/S student from Baltimore, helps his crew with their boat.



U.S. Navy photo



Want the adventure?

For information on how to become a SEAL, review MILPERS-MAN article 1410380, see your command career counselor or call the SEAL In-service Recruiter at (DSN) 224-1091 or (703) 614-1091.



U.S. Navy photo



▲ EOD techs practice fast roping at Fort Story, Va.

EOD

Explosive Ordnance Disposal

Clearing a path in harm's way

Story and photos by JO1 Ron Schafer

More than 100 million leftover land mines are spread throughout 62 countries around the world, dangerously awaiting an unsuspecting passerby. An armed bomb gets hung up on an aircraft aboard a U.S. Navy aircraft carrier. An improvised explosive device is discovered at a U.S. Embassy, compliments of a terrorist.

These are not plot lines from a new movie or television show. They are real scenarios — occurrences that, in today's world, are all too real. Fortunately, the Navy has sophisticated specialists ready to deal with such incidents.

The Navy's Explosive Ordnance Disposal (EOD) community consists of approximately 1,000 Sailors whose mission takes them around the globe, where they encounter everything from conventional ordnance to nuclear, chemical and biological weapons.

EOD teams include Sailors from several ratings. They are trained as divers, EOD technicians, demolition experts and parachutists. Those who volunteer for this arduous duty must be in excellent physical condition to complete a 12-week diving course at the Naval Diving and Salvage Training Center, Panama City, Fla.; the 57-day Phase I EOD training at Eglin Air Force Base, Fla.; and the 77-day Phase II EOD course at Indian Head, Md.

"I was a fleet boatswain's mate aboard USS *Flint* [AE 32] when I applied for the diving program and got accepted," explained Chief Boatswain's Mate (EOD) Roger S. Perkins. "There was an EOD team on board and I talked with them. They told me about the EOD assistant program. That sounded kind of neat so I got into that. In 1988, I graduated from EOD technician's school."

Perkins said the diving opportunities originally attracted him to EOD. But, according to the Reeding, Calif. native, the desire to stay involved much more.

"Parachuting, diving and blowing things up — they're all fun," said Perkins. "I guess it's the thrill of the job. You never know when you're actually going to get called in on a real bomb or a real IED (improvised explosive device)."

Being an all-volunteer force in an

Who ya gonna call?

What do you do if you think you may have found some type of explosive device? Who should you call?

Chief Hull Technician (EOD) Clint Hospodar of Meadville, Pa., an improvised explosive device instructor at Navy Explosive Ordnance Disposal Test and Evaluation Unit 2, Fort Story, Va., offers some common sense suggestions.

Pay particular attention if you are in an area that has been the subject of previous threats. Otherwise, based on your location and threat level, be aware of:

- ✦ *unattended parcels or packages left on public transportation;*
- ✦ *objects found in high traffic areas or areas where people congregate;*
- ✦ *individuals who intentionally place objects somewhere and then walk away;*
- ✦ *anything which seems to be out of the ordinary.*

If you suspect you have discovered something:

- ✦ *aboard a ship, contact the OOD;*
- ✦ *aboard a Navy installation, contact EOD;*
- ✦ *off base, contact local authorities.*

◀ TM1(EOD) Mark Strickland X-rays a pipe bomb during a training scenario at Naval EOD Technical Division Indian Head, Md.



all-volunteer Navy means EOD technicians are a select group. It also means that the motivation to remain part of that group is unique. There's more to this career path than just incentive pay.

"It's exciting," said Hull Technician 1st Class (EOD) Ronald L. Loeser, Jr. of Louisville, Ky. "There are a lot of different areas of interest, for instance, diving, demolition, parachuting, and helicopter rope suspension training."

"You have to want to be an EOD tech, and a professional sailor," Perkins said. "We're looking for people who are career oriented and are planning on moving up — fast."

"I've found the group of [people] I work with are real professionals," Loeser said. "They're high caliber and it's a joy to work with these folks."

"When you get into this type of business, doing this kind of work," explained HTC(EOD) Clint Hospodar of Meadville, Pa., "it takes a lot of responsibility. So, you have people who are highly motivated to do a good job. That's why we can do so much work with such a small group of [people]."

Navy EOD teams are on the job around the globe, ensuring the safety of ships, aircraft, installations and personnel, ready to clear the way. †

Schafer is a Norfolk-based staff writer for All Hands.

► BMC (EOD/SW/AW/PJ) Russ Dinkins (right), from Mobile, Ala., and BM1 Arthur Meier (EOD/SW/PJ), of Grants Pass, Ore., wait for the signal to exit over the drop zone. Both sailors are members of EOD Mobile Unit 2, Det. Norfolk.

▼ The remotely operated *Andros* attacks an improvised explosive device (IED) in a motor vehicle.

▲ Special Boat Units, like this crew from RHIB Det. H at SBU-12, San Diego, primarily insert and extract SEALs during special warfare operations.

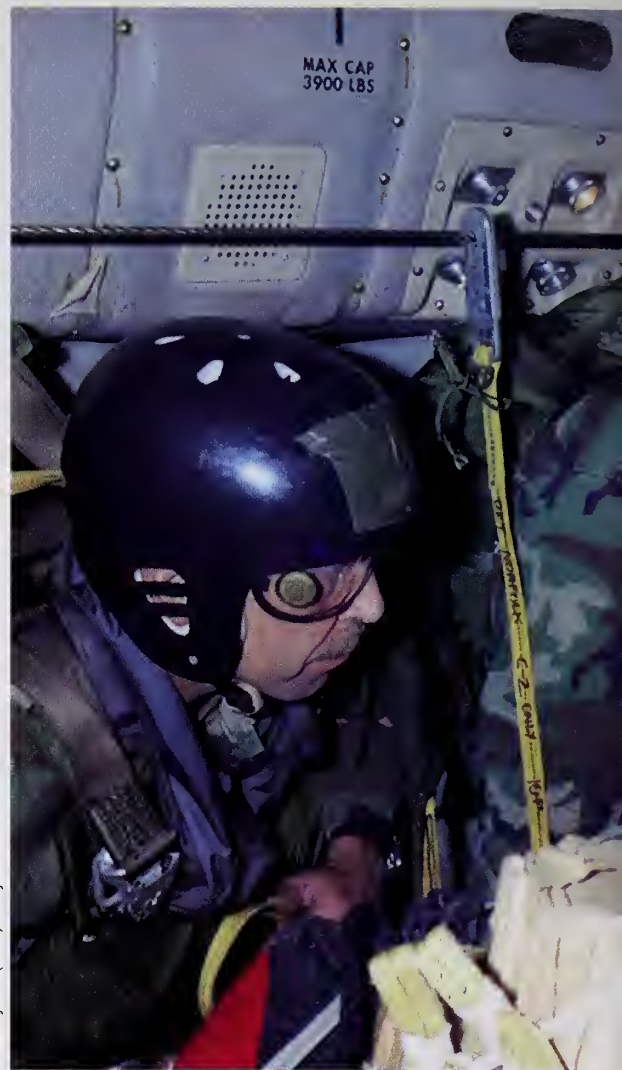
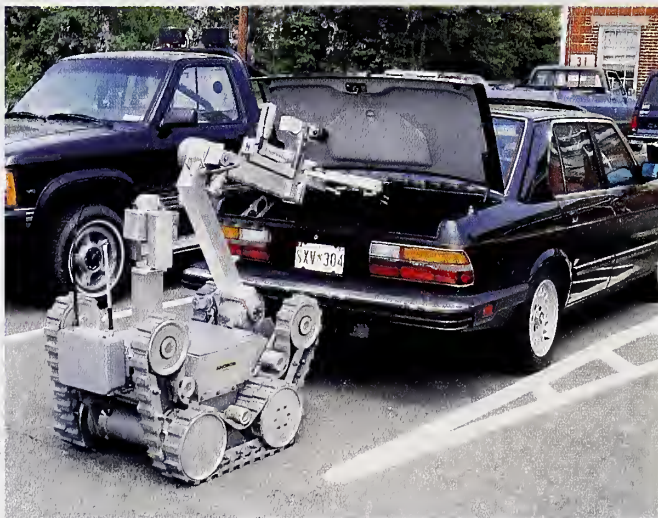


Photo by PH1(NAC) Marty Maddock



U.S. Navy photo

Joining EOD and SBU

Sailors interested in applying for Explosive Ordnance Disposal or Special Boat Unit duty can see their command career counselor or contact the program detailers at DSN 224-1091 or (703) 614-1091.





SBU

Special Boat Units

Special delivery with a punch

Story and photos by JO1 Ray Mooney

Under cover of darkness, you leave the amphibious ship in a 24-foot rigid-hull inflatable boat (RHIB). Eighty miles from the coast, your mission is to carry your cargo — a small group of highly trained SEALs (Sea, Air, Land). You cut through the open sea as quickly as possible, fighting stinging spray and nasty swells. About 12 miles from the beach, your boat slows and the SEALs slip silently over the side to begin their swim toward hostile shores. Insertion complete, your next task will be extracting those special warriors.

"That's the basic function of a special boat unit," said LT Greg Granieri, officer-in-charge (OIC) of Special Boat Unit 12 in San Diego. "The primary mission is to conduct naval special warfare in support of the SEAL teams, individual coastal patrol and interdiction operations."

Special boat units operate two basic types of craft, according to Granieri, a Santa Ana, Calif., native. The RHIBs (24 foot, 30 foot models) and the MK-5 special operations craft, an 82-foot special operations patrol craft, are their primary work horses. They also operate armored transport troop carriers and other patrol boats.

"If the SEALs are heading into an area, and they're doing it by water, more than likely we're the platform that's carrying them into whatever hot zone they're going to," Granieri said. "We bring them to their infiltration point and drop them, then they either swim in or take their own small inflatable boats."

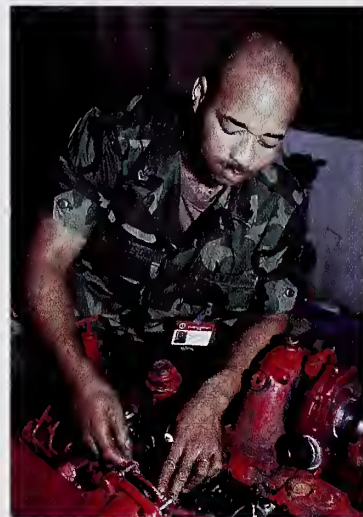
SBU boat crews are trained at the Special Warfare Combatant Craft Crew Member School at Naval Amphibious Base Coronado in San Diego, according to Chief Boatswain's Mate (SW/CC) Samuel L. Brown, a Calais, Maine, native in SBU-12's training department. "The course is nine weeks and covers communications, navigation, basic weapons, surf passage and the systems and engines of the different craft we operate."

"You have to be physically fit and you have to enjoy the challenges, both mental and physical," said Chief Engineman (SW/CC) Carl Conn, Assistant OIC of the MK-5 detachment. "I'm an engineman, but I spend less time working at that than I do in other areas such as navigation or electronics or gunner's mate."

Conn, from Pendleton, Ind., compares SBU training to shipboard Enlisted Surface Warfare Specialist programs. "[In ESWS] you glaze over the top of it. Here, you have to get in-depth, you have to know the nuts and bolts."

Expertise goes beyond SBU hardware: Crew members become geography experts, as well. For combat boat crews, the call of duty can be cold weather operations in Kodiak, Alaska; a six-month forward deployment in the tropics of Guam; or a month or two living on the economy in a country you've never heard of before, almost always in support of Naval Special Warfare. These are just a few of the challenges facing combat crew members. It's not for everybody. ‡

Mooney is a San Diego-based photojournalist for All Hands.



EN1 Felix B. Johnson, from Las Vegas, inspects an engine of an RHIB (rigid-hull inflatable boat) at Naval Amphibious Base, Coronado, Calif.

African-Americans and the Navy

Yesterday



Doris (Dorie) Miller

Today



CAPT Johnnie Boynton

Tomorrow



Leader of tomorrow

Story by Patricia Oladeinde

“Those who cannot remember the past are condemned to repeat it,” said George Santayana, a philosopher and author. This year, the theme for Black History month is “African American Women — Yesterday, Today and Tomorrow.” This month, All Hands will go a step further, by looking into the roles African American Sailors played in shaping Navy history.

America was created and defended by people from all walks of life and backgrounds. African Americans have been an integral part of our history beginning long before America became a nation.

African Americans in uniform – particularly Sailors, have fought and died in each of our country's major conflicts. From the Revolutionary War, both World Wars and up to the recent Persian Gulf War, African Americans have been on every battle front,

Revolutionary War (1775-1781)

African Americans fought in most major battles of the Revolutionary War, including Lexington and Concord, Bunker Hill, Trenton, Long Island, Savannah, Valley Forge and Yorktown.

Several black regiments, some composed of former slaves and black

Santo Domingans, fought for our country's liberty.

Gen. George Washington moved to bar all black enlistment into the Continental Army. He modified his stand when the British governor of Virginia promised to free all blacks who fought for the British.

The War of 1812

This war was primarily waged at sea. President James Madison, a slave owner, tried to fight the war without blacks, but barely a year into the war he turned in desperation to black soldiers. Again, states could not fulfill their recruiting quotas with whites, and many white soldiers

deserted the Army soon after experiencing combat.

Black Sailors accounted for more than 15 percent of the Navy during this period.

They served as spies, pilots, infantrymen, laborers, cooks and teamsters.

Opposite page from left: Doris (Dorie) Miller, an MS3 aboard USS West Virginia (BB 48), was this nation's first World War II hero at Pearl Harbor. He won the Navy Cross for taking up an anti-aircraft gun and rescuing his mortally wounded captain. Center: CAPT Johnnie Boynton is the highest ranking African American woman officer in the Navy. She is the commanding officer, Service Schools Command, Orlando, Fla. Right: The future of the Navy depends on the seamen of today, who will be the senior enlisted leaders or officers of tomorrow.

willingly defending and serving this nation, with enthusiasm and valor.

The reasons African Americans enlisted in the Navy decades ago and still do now, are as varied as their backgrounds.

"My decision to serve in the military was motivated by the strong values [instilled in me] by my parents," said CAPT Johnnie M. Boynton, commanding officer, Service Schools Command, Orlando, Fla. "I dared to believe the best about our nation, despite sitting in the back of racially segregated buses and attending racially segregated schools where separate certainly was not equal. Despite all this, I maintained faith in my nation and in my government. When the nation faced the tough challenges of the Vietnam conflict, I felt a sense of duty to serve in the military."

Master Chief Storekeeper Alice Smith stationed at Naval Station Annapolis, Md., echoed similar sentiments. "I wanted to be a part of what was going on in the country, so I chose the Navy. I wanted the opportunity to excel, but I needed discipline. More importantly, I wanted to further my education and leave Memphis even though it wasn't fashionable or politically correct for a woman to serve. I was proud to be an American and I wanted to show it. Wearing the uniform did that for me."

For Boynton, a native of Kenner, La., and the highest ranking African American woman officer, wearing the uniform means more than she can explain. "I represent the Navy and the full spectrum of what the Navy encompasses. I have invested in it, and it in me. I hope to serve as a model of achievement to those who aspire

to [achieve] upward mobility in the Navy and as a reminder that those who mentor and support our people can make a profoundly positive difference in the successful career development of those members."

According to statistics, based on a study by Howard University political science professor Ron Walters, the military has attracted more African American talent and created more opportunities for African Americans than any other sector of American society, especially within the last 20 years. Although African Americans make up 12 percent of the civilian American population, they fill 18.39 percent of the Navy's enlisted ranks and 5.33 percent of its officer ranks.

The military's level playing field has been particularly attractive to African Americans because it rewards merit, not race, according to Charles Moskos, author of *The New Republic's* article, "Why the Military Is Truly the Only Integrated Institution in America."

"As I look around at civilian organizations and corporations, I know the military has led the way in opportunity by integrating its force, combating drug problems, dealing with their housing crisis and a lot of other things," said Smith. "One simple reason why the military attracts many African Americans is its structure. Look at the pay, rank, education, rights and recruiting. It's identical for everyone, it's fair," she said.



Photo by JOC Chris Price

SKCM Alice Smith said, "I never thought I'd get to this position, let alone, out of boot camp."

The Civil War (1861-1865)

Whether it was the solidarity of the American union of states or the question of freedom for blacks from slavery and involuntary servitude, the blacks emerged as a military source.

They participated in this war as a result of a combination of events

and circumstances, but the most notable was a tremendous manpower shortage of white men.

President Abraham Lincoln feared the slave states might bolt to the confederacy if black troops were used. Therefore, he denied the application of every volunteer black unit until July 1862.

Spanish-American War (1898)

When the U.S. battle ship *Maine* was sunk in Havana, Cuba, on Feb. 15, 1898, 22 black Sailors perished. Two months later, the U.S. declared war on Spain.

On July 1, 1898, the all black 24th Infantry led the charge up San Juan Hill, and the all black 25th Infantry Regiment

participated in the capture of El Caney, six miles to the northeast. As the short war came to a decisive end, one of 52 Medals of Honor awarded was given to a black Sailor, Fireman 1st Class Robert Penn, for action off Santiago, Cuba, aboard USS *Iowa*.



▲ LTJG Harriet Ida Pickens and ENS Frances Wills, two of the first black WAVES (Women Accepted for Voluntary Emergency Service), were commissioned at Naval Reserve Midshipmen's School, Northampton, Mass.



▲ ENS Matice Wright, the Navy's first African American woman naval flight officer, is assigned to Fleet Air Reconnaissance Squadron 3.

The Navy is committed to equal opportunity and nondiscrimination, regardless of race. Its hierarchy of rank actually breaks down racial barriers.

Today, unlike the past, African Americans serve in every capacity in the Navy, including flag rank. Like most of their shipmates, their rewards are based on distinguished performance in defense of the United States.

No one is claiming the Navy has reached total equality in everything. However, their advances from

the past are indisputable. The enlisted and officer minority populations have steadily increased, and African American Sailors now hold positions that were once unattainable.

The achievements and sacrifices African Americans have made will always be remembered, and their work will continue to carve a niche in U.S. Navy history. ‡

Oladeinde is a staff writer for All Hands.

World War I (1914-1918)

When the United States declared war on Germany, the call went out for black volunteers to serve in the war zones in France and Germany.

The Navy's policy toward black Sailors reflected segregation, and most of the 10,000 African Americans who

volunteered were assigned as mess specialists.

World War I allowed blacks to fight for democracy in an international war, and expand the basis of their economic security and social stability the military offered.

World War II (1941-1945)

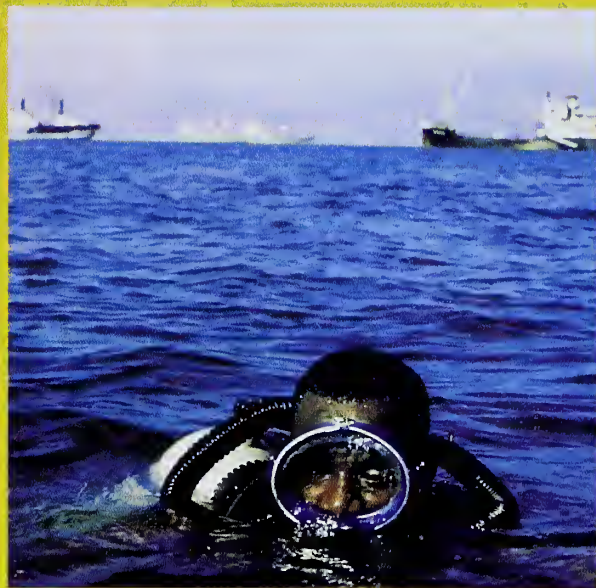
America's involvement in World War II came on the morning of Dec. 7, 1941. Japanese fighters bombed Pearl Harbor destroying much of the Pacific Fleet on the slumbering U.S. naval base there.

Segregation and discrimination kept blacks out of combat roles. But

the National Association for the Advancement of Colored People's "Double-V" slogan (victory against fascism abroad and discrimination at home) made progress with breakthroughs like the commissioning of the nation's first black Navy officers, the "Golden 13."



Midshipmen aboard USS Cowpens (CG 63) bid farewell to San Diego as the ship deploys.



▲ MM2 Franklin Marshall, a Navy explosive ordnance disposal team member, searched for mines, especially those attached to ship's hulls during the Vietnam War.



▲ The 22nd Special Naval Construction Battalion celebrates the end of the war at Naval Amphibious Base, Manus, Admiralty Islands.

Korean War (1950-1953)

On June 25, 1950, North Korean forces, ripped across the 38th parallel, driving hard for the Republic of Korea (ROK) capital in Seoul. Seventeen days after the first bombshell burst, the men of the 24th Infantry Regiment, a unit which, for all of its 81 years, had been composed entirely of

black combatants, landed in Korea from Japan. The 24th had all but routed the ROK army and forced them into one strategic retreat after another.

The saga of segregated black military units came to an end. The passing of Executive Order 9981 in 1949 desegregated the military.

Vietnam War (1960-1973)

Between the Korean War and the conflict in Vietnam, the Kennedy Administration designed a program to weed out the remaining vestiges of discrimination in the Armed Forces. Secretary of Defense Robert McNamara impressed upon the military establishment the need for equal

opportunity for black Sailors. Statistics released by DOD showed almost 15 percent of the infantrymen serving in Vietnam were black. Added to these were 5.1 percent of the Navy, 8.9 percent of the Marine Corps, and 8.3 percent of the Air Force, a total of 9.3 percent of the military.

Models of Success

Nelson strikes a balance between communities

Aviation Maintenance Administrationman 1st Class Sonya Nelson's drive and accomplishments positively affect both the Naval Strike Warfare Center (NSWC), where she is assigned, and the local community. Nelson, a former NSWC Sailor of the Year, is the maintenance administration supervisor and leading petty officer in her division.

The Mobile, Ala., native said her main job is to "ensure my subordinates are ready for the fleet." She supervises two Sailors and five civilians.

"AZ1 Nelson has a keen ability to balance professional maturity

and technical expertise with a fun and outgoing personality," said LCDR J.D. Waits, Strike's maintenance officer. "She is the key player in the good working relationship between civilian and military personnel in the maintenance department."

Off-duty time keeps Nelson as busy as her time at work. Heavily involved in the community, she is instrumental in teaching and molding the lives of pre-schoolers and young adults through her work with a youth ministry.

Nelson said her key to success is "to accept each brick wall you run into as a learning experience and



apply the experience." †

Story by LT Herman Phillips and photo by PH2 Regina Wiss, both assigned to Naval Strike Warfare Center, Fallon, Nev.

Leader is a model leader

Sometimes he is called a golden boy. His high school in New York City was a ship donated by the Maritime Association, where he began studying navigation at 14 years old. He attended Maritime College for two years, then earned an associate's degree at Bronx Community College before joining the Navy. He was on a fast track toward the top.

Senior Chief Quartermaster (SW) Miles T. Leader scoffs at that clean-cut image and whips out a copy of a 2.3 evaluation he got as a QM2. He had just come from duty at the Pentagon and was aboard the newly recommissioned USS *New Jersey* (BB 62). He had some personality conflicts — call them problems — and he was not recommended for advancement or retention.

There was enough gray area, however, to earn him a two-year probation and Leader made the most of it. He went to USS *Carl Vinson* (CVN 70) and during his first Western Pacific cruise, earned a Navy Achievement Medal and

qualified as an Enlisted Surface Warfare Specialist. Then, he picked up senior sailor of the quarter and was later promoted to QM1.

With only eight years in, Leader made chief petty officer and was sent to general duty at Naval Station, Long Beach, Calif. "Instead of sitting behind a desk there, I wanted a challenge," Leader said. He volunteered for tug boat duty, earning a craftmaster Navy Enlisted Classification (NEC) in the process. Another promotion came. "I think that's what made me competitive. Having college and then getting the NEC, I picked up senior chief."

He also became the president of the community council at Murphy Canyon Heights, the largest, single-site military housing complex in the world, according to Leader. He started a food bank for needy families, a neighborhood watch program, a yard-of-the-month program, a traffic committee, a newsletter and a handful of other programs to improve the communi-



"When I came on shore duty, I said, 'I still have a duty to the Navy. Why can't I have the same duty to my community?'" Leader said. "What good is it to defend this nation, to give my life if need be, and not want to spend an hour or two a week in my community?"

Leader hopes one day to be a command master chief. †

Story and photo by JO1 Ray Mooney, a San Diego-based photojournalist for All Hands.

From third-place start, Williams now leading first

Born the third of nine children in Port Arthur, Texas, Yeoman 1st Class Larry D. Williams knows the meaning of the words teamwork and leadership.

Williams has served in positions of enormous responsibility since leaving boot camp. His first assignment aboard USS *Acadia* (AD 42) had him filling an E-6 billet as legal yeoman for a crew of 1,200. Today, he serves as leading petty officer of Flag Division and Command Career Counselor on the staff of Commander, Naval Surface Force, U.S. Pacific Fleet, a position for which he was hand picked.

His 12-year career has provided him with numerous challenges, which Williams says he thrives on.

"I'm always looking to expand myself to new challenges when reporting aboard a new command. I

live by the theory that if it's broken, I can and will fix it,"

Williams particularly enjoyed a challenging tour of duty at Naval Special Warfare Development Group in Dam Neck, Va.

"Being selected from among the best in the Navy for joint duty was an honor. Providing administrative support during major JCS (Joint Chiefs of Staff) training exercises was really exciting," he said.

Williams continues to set goals and attack them full force. His career goals include earning a bachelor's degree in physical therapy and selection to the Limited Duty Officer program.

"My career goals have certainly been on the upward ladder and with all the opportunities out there today, you must take advantage of them," said the 30 year old. "Doing



my best and producing superior results will lead me to the top of that ladder. Displaying motivation, dedication, perseverance and meeting all challenges [head on] and [with] enthusiasm are the keys to success." †

Story and photo by JO2(SW) Dan Smithyman assigned to the public affairs office, Commander, Naval Surface Force Pacific, San Diego.

Good attitude keeps this Sailor on track

Ship's Serviceman 1st Class Velma Clayton of Sikeston, Mo., aboard USS *Dixon* (AS 37) in San Diego works as record-keeper for the sales and service division, a ship's store operator and as the assistant laundry supervisor.

Clayton said she joined the Navy for several reasons. "It was something I really wanted to do. The stability is great. I get to see new places, meet nice people; I guess I just like it." She said she enjoys the challenge of making rate and strives to be an example of success for other African-American women in the Navy.

LTJG Christa Ford, *Dixon's* sales and service officer, describes Clayton as having superior performance and rating knowledge as well as other qualities that make her stand out in today's Navy.

"Clayton constantly exceeds all expectations. Her positive attitude and natural ability to lead define what every Sailor should strive to be. An outstanding and model Sailor, she is a pleasure to work with."

Clayton has set her sights on becoming an officer through the Limited Duty Officer program. Her career goals also include advancing to chief petty officer and earning her enlisted surface warfare specialist pin.

Clayton spends her off-duty time reading, going to movies and shopping. She attributes her personal success to two things, "God and my family. Especially my sister, she backs me 100 percent. She believes in me even when I don't." †



Story and photo by JO2 Traee Walters assigned to USS Dixon (AS 37).

Around The Fleet...

Seabees...

Six Seabees, one active duty and five reservists, are serving as crew leaders for 21 teenagers working on two community-improvement projects in Nantucket, Mass. The six-week project is part of a new Civil-Military Cooperation program designed to give "at-risk" youths work experience and skills training while performing meaningful projects for the

community. "The kids are doing better than we ever thought possible, and we haven't had anyone quit," said Master Chief Constructionman (SCW) Robert Kuchta, project manager.

On one project they are building a 24-by-36-foot concession building for a new ball field. The other project is to renovate and turn a laundromat into town offices.

"We're teaching them basic construction skills and we'll



Photo by Daryl Smith

SWCS Robert Kenny (right) supervises demolition work on the old laundromat.

provide them skills and self-esteem for the future," said Kuchta. †

Discovery day...

An estimated 1,200 people – mostly students from 120 area schools – attended the fifth annual "Discovery Day" at the Naval Postgraduate School, in Monterey, Calif. Through a variety of hands-on activities from the "Incredible, Edible, Flying Cheese Ball" to Virtual Reality – participants learned that science can be fun.

"This activity can be done by just about anyone," said CDR Mike Witt, while setting up the "launch pad" on a straw for a three-year-old boy, at the Flying Cheese Ball table.

"By using the Bernouli principle – the same principle that makes aircraft fly – the force from blowing into the straw makes the cheese ball float in the air."

The primary motive behind "Discovery Day" is to stimulate interest in science through fun. However, it isn't just for kids. Carmel, Calif., resident Jose Fernandez particularly enjoyed the "Whirling Coffee Cup," where a Styrofoam cup filled with water is balanced on a paper plate suspended by three long pieces of yarn, then swung 360 degrees without spilling.

"This is lots of fun. I didn't even get wet," he said. †

Ten-year-old Kathryn Dwyer finds her way through a maze that tests spatial perceptions during Discovery Day at the Naval Postgraduate School in Monterey, Calif.



Photo by JOI Diane Jacobs

Air Force arriving...

Secretary of the Air Force Dr. Sheila E. Widnall watched the U.S. Navy's air force in action during a visit to the aircraft carrier USS *Constellation* (CV 64).

The secretary was flown aboard in a Navy C-2A *Greyhound*, while the ship conducted flight operations off the southern California coast.

During her three-hour visit, the secretary steered the ship, watched naval aviators land their aircraft and toured the ship's combat direction center and bridge.

"It's a fascinating piece of technology — highly capable; it gives our nation a lot of flexibility," Widnall said.

She also commented on the inter-operability between the Air Force and Navy, emphasizing that the two services often work together in both training and actual operations. "Anytime we can consolidate missions and work together we're saving money and allowing each service to pursue new opportunities, which there's always plenty." †

Competition...

Sailors of the mine countermeasures ships, coastal mine hunter, and mine countermeasures rotational crews stationed at Naval Station Ingleside, Texas, battled in training classrooms, on the wharf and pier and in the waterways recently, to compete for top honors during the first Surface Warfare Training (SWT), or 'sweat' week held at the Naval Station.

SWT Week involves competition between ships' crews, from man overboard drills and pipe patching, to cake-baking and typing. According to LTJG David Autrey, SWT Week coordinator, "It's almost like an intramural sporting event," Autrey said. It gave them a chance for a little friendly

competition, and to brag on their abilities," said Autrey.

RADM John D. Pearson, Commander, Mine Warfare Command, presented the overall winner of the event, USS *Warrior* (MCM 10), with the Mine Warfare Commander's Cup Trophy.

"The skills these Sailors demonstrated reflect the emphasis that the U.S. Navy puts on training done on a day-in, day-out basis. This was an outstanding opportunity to recognize the ships and crews who excel in day-to-day training." †

Teams pick their "biggest and beefiest" shipmates for the six-man Tug-of-War team. Here, SA Albert Brawn of Camden, N.J., leads his Mine Countermeasure Rotational Crew Echo teammates.



Photo by JO2 Denny Boyles

Community ...

Photo by JO3 Mark Wagner



USS *Trepang* (SSN 674) crew members have expanded the true meaning of UNITAS, the Latin word for unity, by sharing their experiences and enlightening more than 2,000 U.S. school children on the many facets of South America.

Originally, *Trepang* volunteers wrote to 15 schools in the United States, describing their experiences and sent stamps, money, tourist brochures, post cards and newspapers from the ports they visited.

Instead of sending just one souvenir for the children to

LT Chris Lozier, electrical officer and main propulsion assistant, sorts through foreign currency for one of the school's packages.

see, the crew sends as many items as possible so teachers can give them to students as incentives.

Most schools use the materials for bulletin boards and to track the submarine's progress. "One of the teachers is assigning students to do research projects based on the places we visit," said *Trepang's* Commanding Officer, CDR John T. Locks.

The majority of the schools participating the program aren't based in Navy communities. "We looked for schools outside Navy areas because we want to let the people know, hey, you have a Navy that cares about you," Locks said. †

Bearings

Sailor, son duo leaves them wanting more

The audience responded enthusiastically to a new country western duo from Lemoore, Calif., recently at the Tulare County Fair. The two turned more than a few heads at their debut — shaking a “little booty” in the process.

But interested ladies will have to wait a few years until one of the singers reaches courting age.

Aviation Electronics Technician 3rd Class Mark Sansom and his over-achieving two-year-old son Matthew were a big hit with fairgoers. Sansom, who is attached to the Aviation Intermediate Maintenance Division (AIMD) at Lemoore Naval Air Station, has been singing for 17 years, but Matthew is new to the stage.

How “Matty and Daddy,” as they’ve been nicknamed, came to appear together at the fair is a story in itself.

Sansom and a partner were planning to compete in the country western talent competition at the fair, but a last-minute trucking job took his partner out of town.

“My wife suggested I take Matthew up there and he became an overnight star. He stole the show,” Sansom said, referring to the talent show tryouts.

Dea Sansom, Matthew’s mother, said her younger son has been singing from a coffee-table stage in their living room since he could stand up. She thought pairing the two was a natural, since Mark has won several singing contests and has a voice that has been compared to Garth Brooks.

Sansom traces his singing roots back to his birthplace, Wayne, W.Va., where he started singing in the fifth grade. And, like Matthew,

he has long had an affinity for country western music.

Country music has always had a soothing effect on Matthew, Dea said. “Since he was born, you could have music on really loud and he would fall asleep,” said the mother of three.

**“... he became an
overnight star. He
stole the show.”
– AE3 Mark Sansom**

The father and son duo wore matching blue, plaid flannel shirts, black jeans and cowboy boots at the fair. Little Matthew seemed oblivious to the large crowd that assembled to watch him perform. Bouncing around on stage, the toddler



Country western singers, AT3 Mark Sansom and his 2-year-old son, Matthew perform during a county fair in Lemoore, Calif.

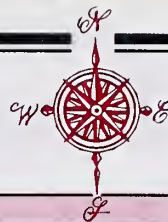
clearly enjoyed his moment in the spotlight.

When their performance was finished and it was time to turn the stage over to the next act, the little buckaroo continued to back up the musical groups that followed, intermittently dancing and singing while dad restrained him from jumping back on stage.

Asked if he enjoyed his debut, Matthew was uncharacteristically shy. He looked up through long, blond eyelashes and nodded yes.

What does the future hold for father and son? Mark Sansom says he is looking for his big break in the business, but if he doesn’t make it, he knows Matthew has a future in country western singing. ‡

Story and photo by Michele Seaburg, a staff writer for the Hartford Sentinel in Lemoore, Calif.



Frigate's crew frees entangled turtles

Returning home from a Persian Gulf deployment, the crew of the guided missile frigate USS *Curts* (FFG 38) thought the remainder of their cruise would be routine. They were soon reminded, however, that life at sea is rarely routine.

Late one afternoon, a crewman in *Curts'* SH-60B *Seahawk* helicopter spotted several sea turtles entangled in an abandoned fishing net.

"We couldn't believe what we were seeing," said Aviation Anti-submarine Warfare Operator 1st Class Carl Brown of Winter Haven, Fla. "We had to make another pass to be certain," he said.

The pilot and copilot, LT Chris Long of Chicago and LT Nels Enberg of San Diego, reported the

sighting to *Curts* some 80 miles away. The ship immediately altered course to help rescue the turtles. The crew soon discovered 11 turtles entangled in the net, however, one had already perished.

Within two hours of *Curts'* arrival, the surviving 10, three-foot-long, 100-pound turtles, believed to be leatherbacks, had been released from the net.

"It was easy cutting, but the turtles were really wrapped up," said Hull Maintenance Technician Fireman Hans Sievert of Sterling Heights, Mich.

Other boat crew members of the sea turtle rescue were ENS Price Strader of Glide, Ore.; Senior Chief Engineman Michael McCarthy of Green Bay, Wis.; Boatswain's Mate



HTFN Hans Sievert of USS *Curts* (FFG 38) frees a sea turtle from an abandoned fishing net 375 miles west of India.

3rd Class Mark Leiberg of Simi Valley, Calif.; and BMSN Joseph Starika of Canon City, Colo. ‡

Story by JOC Lance Johnson, photo by ENS Price Strader, both assigned to the Carrier Group 5 public affairs office.

Movie fan aboard USS *Guam*

Where can you find 'Dracula,' 'Frankenstein,' 'King Kong' and the 'Wolfman' all in one place?

If you're aboard USS *Guam* (LPH 9) you can find them – the movies, that is – in the office of Senior Chief Navy Counselor (SW/AW) Ted S. Gammon, a native of Turner, Maine.

Gammon started collecting movies about three years ago when he reported for duty at Naval Air Station South Weymouth, Mass.

"I've always been a big movie buff. I can remember as a kid, we would go to the drive-in all the time. My mom would take us because it was a \$1 a person or \$5 for a carload, so we would pick up the neighbors and go to the movies," Gammon said.

"My favorites were the horror

movies, like the black and white version of 'Night of the Living Dead.'

Gammon's collection started with black and white movies. "The first movie I bought was a boxed set of three movies including 'Creature from the Black Lagoon,' 'Revenge of the Creature' and the 'Creature Walks Among Us,'" said Gammon, whose all-time favorite movie is 'Dr. Zhivago.' He estimates he has about 50 black-and-white movies in his collection of nearly 400 he has on board, not to mention those at home.

"People are shocked by how many movies I have when they come to my office."

Gammon said he loans movies out, but never charges for them. I'm

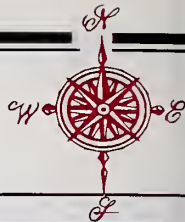


NCCS Ted S. Gammon, command career counselor aboard USS *Guam* (LPH 9) sits at his desk surrounded by the nearly 400 movies he has collected during the last three years. Gammon said horror movies are his favorite, but he collects everything from epics to comedies.

a real popular guy when we're underway during Halloween." ‡

Story by JO1 Douglas M. Scherer, photo by PH1 R.L. Scharf, both assigned to USS *Guam* (LPH 9).

Bearings



A return to Pearl Harbor

ADM Chester W. Nimitz called him, "the man who knew what I needed before I knew I needed it."

That man is retired CDR Howell "Hal" Lamar, who served as Nimitz's aide from February 1941 to November 1945 and had a front-row seat to World War II.

"The admiral didn't go anywhere without me," said Lamar. "He knew he could depend on me."

Lamar first met Nimitz while serving at the Bureau of Navigation (now the Bureau of Naval Personnel). Little did Lamar know that he would be at Nimitz's side during one of the most important eras in U.S. naval history — the Pacific campaign of World War II.

Lamar, who recently wrote a book on those war experiences called *I Saw Stars*, turned 85 in November and lives in Titusville, Fla. The former aide shared some of his more humorous stories about the admiral who ran Pacific naval operations during World War II.

Recalling when he first joined Nimitz in Pearl Harbor, Lamar discovered the admiral had a bad case of the shakes from the stress of the job. It was suggested that Lamar interest the admiral in gallery-range shooting to help steady his nerves. "It worked," said Lamar. "We must have shot a million rounds. The admiral got very good, and his hands stopped shaking."

Lamar added you could always gauge how the war in the Pacific was going by their activities. "If the battle went well that day, we pitched horseshoes in the backyard," he recalled. "If things were tense, we had target practice."

Pearl Harbor has changed

dramatically during the past 50 years since Lamar served with Nimitz on the Makalapa Compound. On this, his first trip back to Pearl Harbor since 1967, Lamar toured one of the newest additions to the Pacific Fleet, USS *John S. McCain* (DDG 56), homeported in Pearl Harbor.

"I saw things I never thought I'd see," Lamar said. "All the advanced technology, the incredible weaponry — there's just no comparison to the Navy today and that of Nimitz's era. I think if ADM Nimitz were around today, he'd be just as amazed as I am at how far we have come," Lamar said. "I was so impressed with the pride and the knowledge these young Sailors have. I think the Navy right now has some of the best people we've ever had."

During his visit on board *McCain*, Lamar recounted the



Retired CDR Howell "Hal" Lamar served as ADM Chester W. Nimitz's aide at Pacific Fleet headquarters in Pearl Harbor during World War II. During a recent visit to Pearl Harbor, Lamar toured the guided-missile destroyer USS John S. McCain (DDG 56) — one of the newest additions to the Pacific Fleet.

"The Navy offers a rare opportunity to have some of the most memorable experiences of your life. Take full advantage of it, do your job well, keep your record clean and you'll go as far as you want."

— "Hal Lamar"

memories of his years in the Navy. He noted it was not only the times in which he lived, or the distinguished admiral he worked for, but the Navy itself that was responsible for the memories of his lifetime.

"The Navy offers a rare opportunity to have some of the most

memorable experiences of your life," Lamar said. "Take full advantage of it, do your job well, keep your record clean and you'll go as far as you want." ‡

Story and photo by JO2 Lisa A. Mikolizyk, assigned to CINCPACFLT public affairs.

Have a healthy heart ...

More than 7 million Americans suffer from coronary heart disease. Every year, 500,000 Americans die from heart attacks. Here are some ways the American Heart Association (AHA) recommends to lower the chances of developing heart disease.

Lower blood cholesterol

Blood cholesterol is a waxy, fat-like substance in the blood. According to AHA, cholesterol and other fats can't dissolve in the blood.

- Know your blood cholesterol level (more than 200 means twice the risk of having heart disease).

- Have your blood cholesterol levels checked at least every two years.

- Work with medical professionals to find ways to lower blood cholesterol.

To reduce cholesterol:

- Eat more fruits, vegetables, grains, dried beans, rice, pasta, nuts and seeds which contain no dietary cholesterol.

- Eat less meat, poultry, seafood and dairy products which contain dietary cholesterol.

- Limit daily cholesterol intake to 65 total fat grams with only 20 grams of the 65 grams coming from saturated fat based on a 2,000 calorie per day diet.

Check your blood pressure

High blood pressure damages blood vessels especially in the brain, eyes, heart and kidneys. Here some recommendations from the AHA.

- Blood pressure more than 140/90 is considered high.

- Exercise regularly to reduce blood pressure.

- Lower salt/sodium intake.

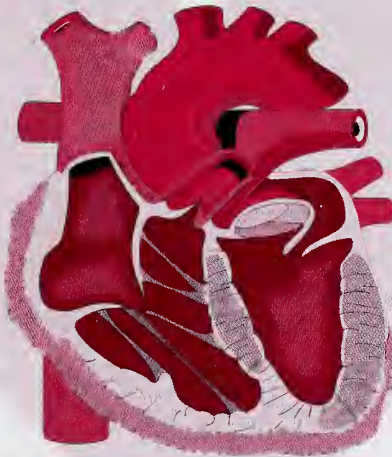
Quit smoking

According to the American Cancer Society, 390,000 deaths from cancer, heart attack and stroke are caused by smoking. Smokers have a 70 percent higher risk for developing heart disease than those who don't smoke, and smokers have higher cholesterol and blood pressure levels. What can you do to reduce your risk?

- Quit! Sign up for smoking cessation classes.

- Smokers who quit reduce their risk of heart disease by 50 percent.

- The AHA says smoking has been shown to lower HDL or good cholesterol levels.



Maintain proper weight

According to the AHA, overweight people risk higher blood pressure and higher cholesterol levels.

- Reduce excess weight to the ideal recommended standard for age, sex, and height.

- See your medical department to determine your ideal weight.

Exercise

Aerobic exercise strengthens the circulatory system and muscles, increases oxygen and energy levels, and increases the good cholesterol which helps to lower the bad cholesterol, lower blood pressure and control weight.

- Exercise aerobically 30 minutes or longer, at least three times a week.

- Aerobic exercises include running, swimming, walking, etc.

Manage stress

Manage stress and improve your emotional health to decrease the chance of heart disease.

- Try relaxation exercises, meditation, visual imagery, bio-feedback and/or yoga.

- Exercise helps reduce the effects of stress. ‡

For more information contact the American Heart Association toll free at 1-800-242-8721 or World Wide Web Home Page on the Internet at:

<http://www.amhrt.org>.

Shipmates



Douglas Robb was recently awarded the Military Sealift Command's (MSC) Distinguished Career Achievement Award. The award recognizes professionalism, integrity, sustained growth and interest in marine transportation. Robb, a chief engineer, was also awarded \$7,500 as part of the award. Robb, a native of Petaluma, Calif., is assigned to MSC, Washington D.C.



Interior Communications Electrician 2nd Class Kelly D. Redman of Fleet Logistics Support Squadron (VRC) 40, Norfolk, recently received a Navy Achievement Medal for her outstanding performance as legal officer and yeoman for the squadron. Redman, who attended Legal Clerk School to prepare for this assignment, also performs her in-rate duties while working in her out-of-rate billet.



CAPT James T. Corbett received the 1995 San Diego Community Heroes Award. Corbett was recognized for volunteering nearly 800 hours of time to organizations like Big Brothers and the Chula Vista Literacy team. Corbett, a native of Malden, Mass., is assigned as commanding officer Navy Public Works, San Diego.



Hospital Corpsman 2nd Class Reginald Hinson received a Navy Achievement Medal for heroic action. While on his way to work, Hinson came upon a two-car collision and evacuated two injured motorists from one of the vehicles, while a second Sailor assisted victims in the other car. Hinson, from Orlando, Fla., is assigned to Aviation Survival Training Center, Naval Air Station Norfolk.



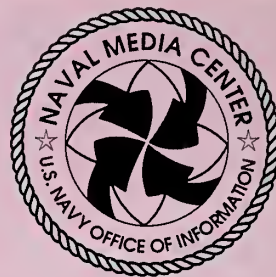
Journalist 1st Class (AW) Kimberly S. Marks was selected as Sailor of the Quarter for the fourth quarter FY95 for Commander, United States Naval Force, Central Command. As the force and fleet journalist, the Elizabethtown, Ky., native handled the Joint Information Bureau during Exercise *Eager Mace* in Kuwait. She was also recently selected to attend Officer Candidate School.

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Stay in touch for Valentine's Day

Deployed? TAD? Whether you're across the globe or just across the street, there's no better time to call or send your messages to family members and friends. And just in time for Valentine's Day!

Here are just a few ways you can stay in touch:

NEX Phone Card

Many ships offer ways for Sailors to call home ... even at sea and at a relatively low price. The Navy Exchange (NEX) offers prepaid calling cards in various denominations of \$13 to \$50. More ships offer Sailors phone services through Challenge Athena uplink and most calls cost about \$1 a minute. Sailors using INMARSAT to make phone calls will have to pay an average of \$7 to \$8 a minute and won't be able to use the phone card.

USO Grams

USO Grams are non-emergency personal letters sent electronically through a ship's satellite communications system. A one-page letter usually costs about \$3 to send.

To send a letter, purchase a special diskette from a USO, ship's store or Morale, Welfare and Recre-

ation (MWR) office. After writing your letter, save it on the disk and return it to the USO, MWR or shipboard representative who will then send it through the Shipboard Automated Logistics Transmission System (SALTS).

Your message is received at the other end in about two hours and the addressee is then notified to pick up the message.

Class Easy Messages

This time-tested method has been offered by ships for years and provides Sailors and families a way to stay in touch. No matter where you are in the world — forward deployed, in the field or under the sea — Sailors can usually send and receive Class Easy messages as long as they are served by a communications department. The cost is nominal. Your message may be delayed because of operational commitments, but Class Easy

messages are still an inexpensive and reliable way to communicate with loved ones.

MARS

Many ships have Military Affiliate Radio System (MARS) outlets. Run by volunteers, MARS connects you to a worldwide network of amateur radio operators who will help you call home. Your conversation may not be private, but MARS calls provide another inexpensive way to reach out and touch someone.

Gift Services

If the nearest shopping mall is hundreds of miles away, you can still find the perfect gift for your loved ones and get it there on time. Ship's stores offer a variety of ordering services through NEX and commercial retailers. You can order fresh flowers, plants and seasonal arrangements, candy, balloons and special gift baskets for your special someone.

So, if this Valentine's Day finds you thousands of miles from home, you can still let your family and friends know you're thinking of them. ♄





NAME: HM1 Edward Davis

ASSIGNED TO: Naval Medical Clinic,
Kings Bay, Ga.

HOMETOWN: Chattanooga, Tenn.

JOB DESCRIPTION: Department Head
of Physical Therapy, Medical Clinic's
Leading Petty Officer, Ancillary Services
Division Leading Petty Officer

PLACES VISITED WHILE IN THE NAVY:
Orlando and Jacksonville, Fla.; Charles-
ton, S.C.; San Antonio; Camp Lejeune,
N.C.; Great Lakes, Ill.

BEST PART OF THE JOB: "Hearing a
patient tell me that they feel better. I
leave the clinic fulfilled and happy after
hearing that."



ALL HANDS

MAGAZINE OF THE U.S. NAVY

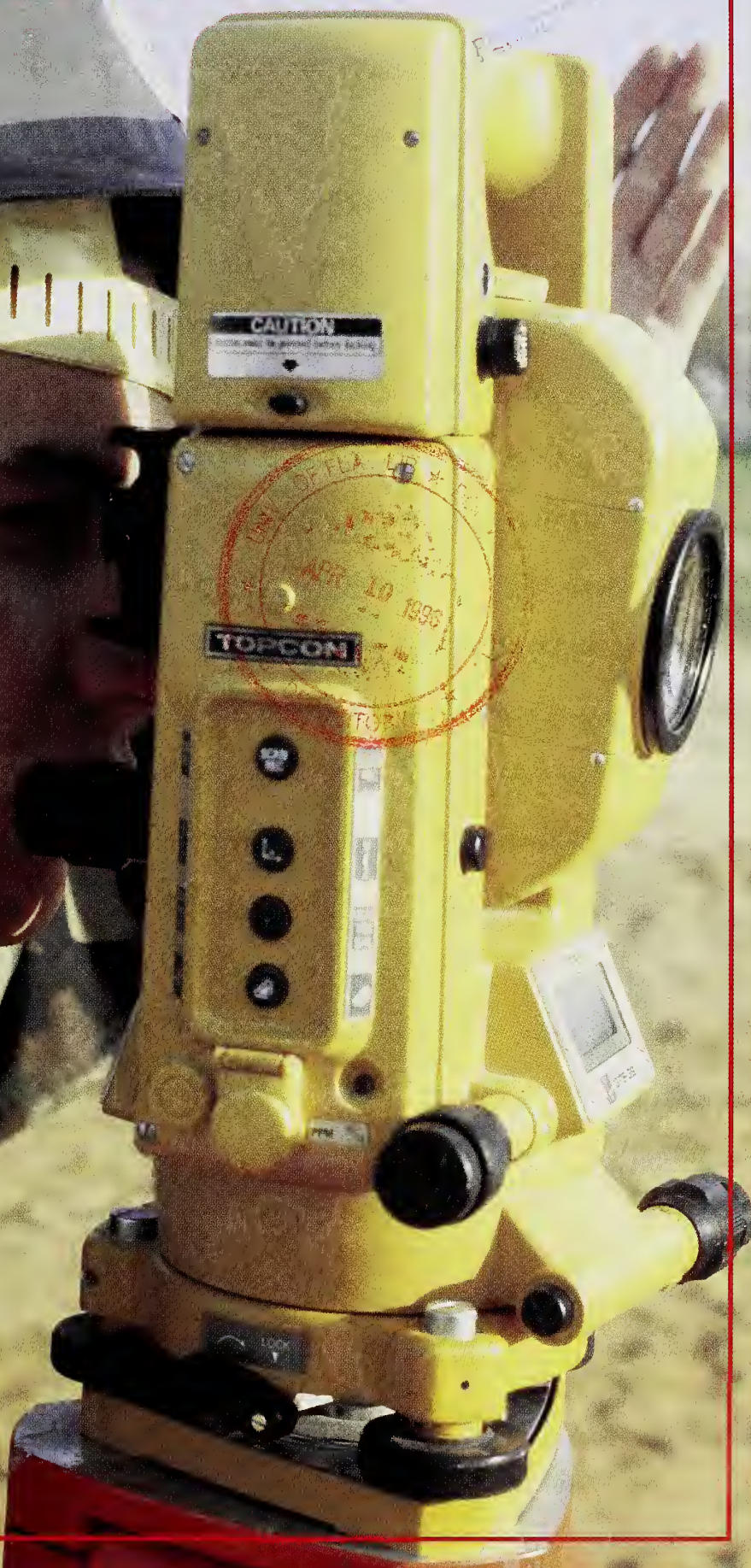


**THEY BUILD,
THEY FIGHT**

MARCH 1996

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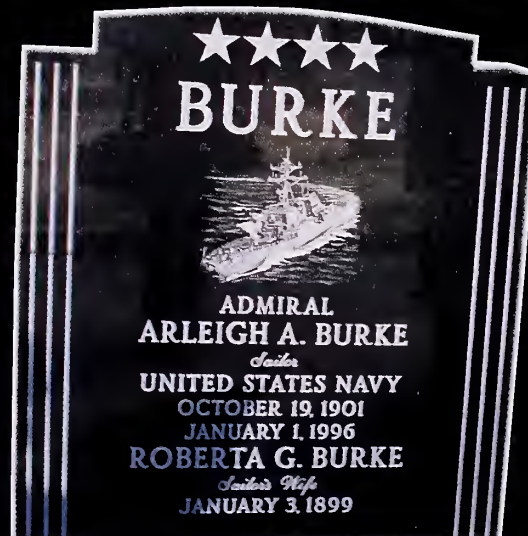


ADM Arleigh Burke *"Sailor"*

Oct. 19, 1901 - Jan. 1, 1996



Photos by PH1 Dolores L. Anglin



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March 1996, Number 947

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Charthouse

auto insurance

■ If you are a resident of Florida but are stationed out of state, you may apply for an exemption to a Florida law requiring insurance issued by a company doing business in Florida.

Until now Florida service members were required to either change insurance companies or register their vehicles in another state. If they didn't comply, they could have had their Florida driver's license and vehicle registration suspended.

To receive the exemption you must provide the following documents to the Florida Department of Highway Safety and Motor Vehicles (DHSMV) when registering or renewing your registration: your out-of-

state address for the Florida vehicle registration; a copy of your current orders or an affidavit from your commanding officer confirming that you are stationed outside Florida and the date of assignment; and an affidavit stating the motor vehicle will not be operated in Florida.

When the exemption is approved, DHSMV will enter a special code in the agency's computer data base to flag your record. This prevents the automatic computer-initiated suspension process that occurs when your out-of-state insurance company fails to update the DHSMV computer.

For help in applying for this new exemption, contact your local legal assistance office. ‡

AD/AM/AE ratings

■ If you are an AD, AM or AE and want a new and challenging career, talk to your career counselor about becoming a P-3 flight engineer. To apply, submit an Enlisted Personnel Action Request (1306/7) along with an endorsement letter from your commanding officer, a current flight physical, second class swimmer certification and a copy of your ASVAB scores to Bureau of Naval Personnel PERS-404EH, AMSC Morgan [DSN 223-1385 or (703) 693-1385].

Additionally, first and second class petty officers on shore duty or in excess at sea duty who are former in-flight ordnancemen (NEC 8271) are encouraged to apply.

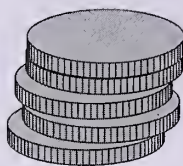


Although AO is not currently a source rating for NEC P-3 flight engineer, exceptions will be made for former in-flight ordnancemen since they already possess P-3 aircraft in-flight systems knowledge. In addition to NAVPERS 1306/7, an endorsement from the senior flight engineer NATOPS instructor in your command (or from VP 30/PATWING if your unit has no flight engineer NATOPS instructors assigned) should be submitted to PERS-404CR, AOCM Coker at DSN 224-8365 or (703) 614-8365.

More information is available on BUPERS ACCESS and on the BUPERS Home Page. ‡

SRB policy

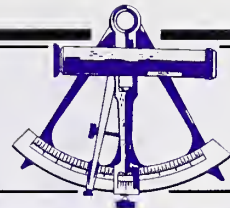
■ The Navy increased 123 Selective Reenlistment Bonus (SRB) award levels — affecting almost 11,000 Sailors. The largest increases were for Sailors in CM, DP, DS, ET, ET(SS), MT and STG ratings and became effective Feb. 1, 1996. The reenlistment incentives branch at the Bureau of Naval Personnel is waiting to process your request to reenlist under the recently funded SRB program.



Also, you now have a choice to reenlist any time within the fiscal year of expiration of active obligated service (EAOS) or permanent change of station (PCS) orders because a policy change to the SRB program expanded the SRB reenlistment windows.

The new policy gives Sailors flexibility to plan their reenlistment and a PCS move separately, should they desire. Since, by law, SRB dollars are calculated based on the number of months a Sailor is reenlisting beyond his/her EAOS, BUPERS still recommends Sailors reenlist as close to their EAOS as possible to preserve the maximum amount of their SRB dollars.

For more information on specific award levels in each rating and zone (including closed-loop NECs), and on application procedures, refer to NAVADMIN 308/95 or contact the reenlistment incentives branch (PERS-255) at DSN 225-0654/5/6/7/8/9 or (703) 695-0654/5/6/7/8/9. ‡



career paths

■ Supervisors are often asked to advise their subordinates on specific career moves and recommend duty assignments for the future. To help Sailors plan their careers effectively, an information guide is now available for every enlisted rating in the Navy with a typical career path for each rating from the time a Sailor enters the Navy through retirement. The career paths outline when a Sailor should be progressing through typical paths, and while no two Sailors will follow identical career patterns, most successful Sailors will meet most of the milestones in the guide at the same time. The career path sheets for all ratings were developed by the Bureau of Naval Personnel and are available on BUPERS Access. To download the files from the main menu, select files, then download. The file name is CPD.EXE. For more information, call (703) 614-4684. ‡



getting detailed

■ In another effort to prove its commitment to listen and respond to Sailor's personal and professional concerns, the Bureau of Naval Personnel (BUPERS) has made it possible for every detailee to be reached 24 hours a day from anywhere in the world through the Internet.

Internet addresses for detailers correspond to their respective PERS codes. The detailers addresses are PXXX@bupers.navy.mil where the XXX represents the PERS Code of the detailer being contacted. For example, to e-mail the AD E-1 through E-4 detailer, the address is: P404DG3@bupers.navy.mil.

For Sailors stationed overseas and deployed Sailors, this customer service is especially valuable.

The Oct/Dec 95 issue of *Link* and the Jan/Feb

VHA

■ If you're under permanent change of station (PCS) orders but not planning to move your household goods, you may be eligible to maintain the same Variable Housing Allowance (VHA) rate, even if the rate at your new command is lower.

In NAVADMIN 319/95, the Bureau of Naval Personnel (BUPERS) listed criteria to allow Sailors in this special circumstance to continue receiving the higher VHA rate. To qualify, Sailors with family members must have PCS orders to a new duty station in the same geographic area and commute daily from your current home to your new permanent duty station (PDS).

When these criteria are met, inform your detailee that your household goods will not be moved and you need no-cost orders cut. Then, if your new PDS has a lower rate than the old, you can submit a request to BUPERS (PERS 463) to receive VHA based on maintaining the same residence at both the old and new PDS.

If you have executed PCS orders containing accounting data for the movement of household goods, but are eligible for a higher rate of VHA based on this new interpretation, you have up to six years to petition the Board for Correction of Naval Records (BCNR) for retroactive entitlement.

Further details about eligibility, submitting requests and petitioning the BCNR are available in NAVADMIN 319/95. ‡



96 issue of *Perspective* contain PERS Codes for enlisted and officer detailers respectively. Future editions of both professional bulletins will contain details on contacting detailers by e-mail. ‡

Interview with the MCPON

Interview by JO1(SW) Jim Conner

Despite budget cuts and downsizing, the U.S. Navy continues to maintain the world's most advanced and strongest fleet without sacrificing the quality of life needs of its Sailors.

All Hands recently spoke with the Navy's most senior enlisted Sailor — Master Chief Petty Officer of the Navy John Hagan, who talked about Sailors' concerns and the high value the Navy places on its troops.

AH: *Are there any hot issues you're working on right now?*

MCPON: The evaluation process is what I'm excited about. We have a few bumps in the road ahead as we begin the new system but, we will come out a better Navy for years to come.

The low road is to inflate, stroke and game the system which won't do anybody any good.

The high road is to evaluate Sailors objectively, according to the standard. Each individual trait must be evaluated against the standard in which the 5.0 has been made very difficult to justify. All of us know that the old system — the one we are leaving behind — is terribly inflated.

I'm hoping to see in this first round of evaluations lots of 3.0s, lots of counseling forms that have honest, thorough feedback, and lots of Sailors improving their personal habits, their professional traits and lots of competencies because of that feedback. I'm trying to get the word to the fleet that you won't be helping your people by stroking them with an inflated trait average. You'll actually be hurting them because you will be saying to the selection board, 'We continued the old inflated system.'

AH: *So, if you don't get a 5.0, can you still be advanced?*

MCPON: Absolutely. You can stress that point by

saying I'm a master chief with many years of service. What were my 4.0 evals good for for the last few years? Mail them to my mother. She would enjoy reading them. I think my mother even knows that they were terribly inflated. My wife has constantly read my evals and said, 'Geez, these people don't even know you, they should talk to me.' She's right! We aren't in the habit of doing frank assessments. We have high hopes that we will reduce inflation, give Sailors a better appraisal of their performance and a better basis on which to bring about self improvement. Sailors want to improve themselves in their personal lives and their work centers. We just need to give them the right kind of feedback and motivation, and shore up their personal discipline a little with good, frank counseling.

AH: *When you travel and talk to Sailors on the deckplates, what are some of the most common questions they ask?*

MCPON: During the three years I've been in the job there's been a very pleasant change to the tone and tenor of what they ask. We've evolved from about 75 percent of the subjects being very negative. At the beginning of the drawdown we were talking about Voluntary Separation Incentive/Selective Separation Bonus and Temporary Early Retirement — Will I be eligible? If I'm not eligible, will I be a RIF (reduction in force)? If I don't get RIFed, will I be a petty officer 1st class forever? Those were common concerns a couple of years ago.

Today, 80 percent of the issues I'm spending my time on are positive things. Sailors ask about compensation issues, single and family housing and about education. I'm pleased to say there are good things happening in all those areas.

AH: *How are housing, education, pay and other quality-of-life issues affected by budget cuts and downsizing?*





Photos by PH3 Sam Dalia

MCPON: It's affecting them, but the great thing is that it hasn't stopped them. I mean there isn't a work force on earth that would be going through the downsizing that we're coming out of now and still be paying an annual cost of living adjustment and accomplishing the many force parity issues we are currently. Single BAQ for E-6s and TRICARE are examples.

There's tremendous momentum and creativity being worked in family and single Sailor housing. Everywhere I go there are new barracks being built or rehabilitated — from Pensacola (Fla.), where they will have a complex of new BEQs, to the overseas locations like Souda Bay, Crete, and Naples, Italy, where we are going to have good BEQs for the very first time. Look at the family housing that's being bulldozed and rebuilt in Norfolk and Pearl Harbor.

AH: *You mentioned good news in education.*

MCPON: Sailors ask a lot about education. It's the best news. We're finally going to have equity for sea-duty Sailors in just a few short months. The CNO has directed that every ship and submarine have a PACE (Program for Afloat Education) installation. I like to call it an electronic textbook because it has the means to interface the student with the college course. Sailors view a tape, answer questions asked on the tape, take exams proctored by the education services officer and send it back to the university where it's graded by a professor. This is a college course, done in a professional, effective way. The great thing about it is the Sailor on sea duty just pays for the textbook. With tuition assistance [if you're on shore duty], the student pays 25 percent of the cost of the course, plus the price of the textbooks. If you're at sea, you deserve a little more and you get a little more. You get the whole

course for free and you just pay for the textbook.

PACE also includes an academic skills refresher. It helps Sailors get their core competencies (math, English, science) to the level where they can do college level work if they desire. If Sailors want to raise their ASVAB (Armed Services Vocational Aptitude Battery) scores, this will help make them more competitive.

AH: *What are some examples of the courses that will be available through PACE?*

MCPON: Sailors can take courses on effective writing, physics, geology, geography and English. We want our recruiters to go out into the civilian world and say, "Hey, join the Navy and on every ship you will have the opportunity to take 25 college courses after you get general damage control qualified."

AH: *Any final thoughts?*

MCPON: I think we are lucky to be serving in this time period. We've gone through a drawdown without RIFing one enlisted Sailor in the career force. I repeat it, without one RIF. We're in a period of fiscal constraints and yet we're working hard through some true quality-of-life issues that in another time would have been put on the back burner. However, let's not lose sight of the fact that the quality of our work, the quality of our commitment to and understanding of our core values, of our terms of service and our true willingness to sacrifice; are more important than quality of life. ‡

Conner is a staff writer assigned to All Hands

What's in, what's out

Navy Uniforms: 200 years of change

There was a time when most enlisted Sailors went barefoot. During the American Revolution, most of the Navy's meager funds were spent on procuring ships and ammunition. Little effort was made to clothe seamen in anything resembling a uniform. Most Sailors wore pantaloons tied at the knee or knee breeches, a jumper or shirt, neckerchief, short-waisted jacket and low-crowned hats.

For nearly 20 years after the end of the Revolutionary War there was no formal American sea service. In 1797, the fledgling republic realized the need for a Navy to protect its political and commercial interest, and re-established the U.S. Navy.

With the War of 1812, the Navy earned a fine reputation and began to build a cadre of volunteers who elected to remain in service. The Navy made its first attempt at a prescribed uniform in 1817, providing winter and summer uniforms. However, since federal funding was very limited, enlisted dress was rarely standardized or enforced and Sailors added their own accessories such as buttons and striping as they wished.

The first official enlisted uniform regulations, published in 1841, not only contained a description of the first official enlisted uniform, but also the first grooming standards. The uniform was a blue woolen frock with white collars and cuffs, blue trousers, blue vests, black handkerchief and shoes. The regulations also provided another first for enlisted Sailors, a distinctive mark for petty officers.

In 1862, masters-at-arms, yeomen, stewards and paymaster stewards, who were considered important and valuable leading petty officers, were authorized to wear a double-breasted coat, like the one worn by officers. This was the first step toward the identification of future chief petty officers.



As the Navy expanded, specialized leading petty officers became more important. They became more identified with management. Revised uniform regulations in 1874 modified the dress of principal petty officers, by making their uniforms even more similar to those of commissioned officers.

By the late 19th century, modern warships demanded diversity and specialized skills for effective operation. Officers were no longer able to handle all the management tasks, so the rank of chief petty officer was established in 1894. The new rank recognized principal petty officers who had attained a higher level of knowledge, responsibility and skill. Length of service was considered a source of pride among Sailors and service stripes were also introduced during that year.

As Sailors spent more and more time at sea, they needed a more suitable uniform for dirty work. The 1901 version of the Navy's uniform regulations authorized the first use of denim jumpers and trousers as a working uniform.

The mobilization of 1917 for America's entry into World War I brought about a new requirement for enlisted uniforms — for women. While the men's uniforms were distinctly nautical and evolved in relation to maritime needs, enlisted clothing for women closely followed civilian trends.

The first enlisted women's uniform was a single-breasted coat, blue in winter and white in summer, long gull-bottomed skirts and a straight-brimmed Sailor hat. Some pictures of the period show Navy women wearing the neckerchief to give some identity with their male counterparts. After the war, all women except nurses were released from active duty. It was not until World War II, when the Navy established its women's corps (Women Accepted for Volunteer Emer-

gency Service), that a new women's uniform was designed.

The sudden entry of the United States into World War II had no impact on Navy dress uniform styles. For the majority, the bell-bottom trousers and jumpers remained unchanged.

In 1973 the most sweeping change in the history of enlisted dress occurred. In a survey conducted in 1970, Sailors said they wanted a different, more distinguished dress uniform. Their traditional uniforms were replaced with a suit and tie which corresponded to the officer/CPO-style uniform.

But the break with tradition was short-lived. In 1980, the Navy re-issued the jumper-style uniform to recruits. The service also made a sweeping change to women's uniforms, making them more practical and similar to the men's uniform.

Another major change took place in women's uniforms in October 1991. Since enlisted women had no service dress white uniform, the Navy began issuing white jumpers as part of their sea bag in boot camp. However, the only women authorized to wear the dress blue jumpers are those assigned to the U.S. Navy Ceremonial Guard in Washington, D.C.

Although today's Navy is immersed in space-age technology and is light years ahead of our ancestors of two centuries ago, portions of our uniform such as the



YN2 Elsie M. Long served on active duty from Oct. 7, 1918, to June 6, 1919. During that era, the women's uniform more closely resembled civilian attire.

jumper and neckerchief have survived the test of time and tradition. Today's Sailor is viewed as a consummate professional whose uniform reflects

the proud tradition of the most powerful fleet on earth — the U.S. Navy. ‡

This article was compiled by JO1(SW) Jim Conner, a staff writer assigned to All Hands. GMCM(SW) Phillip R. Montgomery, head of staff, Navy Uniform Board, contributed to this article.

They'll be some changes made

Uniform changes are not made randomly. The Navy has strict guidelines that govern how changes are made. Recommended changes to the uniform must first be sent up the chain of command and through official channels before they reach the Navy Uniform Board.

The board is composed of seven people; the Deputy Chief of Naval Personnel; Commander, Naval Supply Systems Command; Special Assistant for Women's Policy (PERS-OOW); Master Chief Petty Officer of the Navy; Atlantic Fleet Master Chief; Pacific Fleet Master Chief; and a senior enlisted woman with extensive sea duty experience to alternate between Atlantic and Pacific Fleet.

According to Master Chief Gunner's Mate (SW) Phillip R. Montgomery, head of staff, Navy Uniform Board, the mission of the board is to consider any matter related to Navy uniforms where a perceived problem exists or where a possible improvement can be made.

"Sailors should think the entire process out before they submit a suggestion up the chain of command," said Montgomery. "For instance, would the change be cost effective, and would it be in keeping with the Navy's best interest? To get a favorable look by the board, the suggestion should get favorable endorsements throughout the chain of command."

The board carefully reviews the requests for uniform changes, then forwards their recommendations to the Chief of Naval Operations, who makes the final decision.

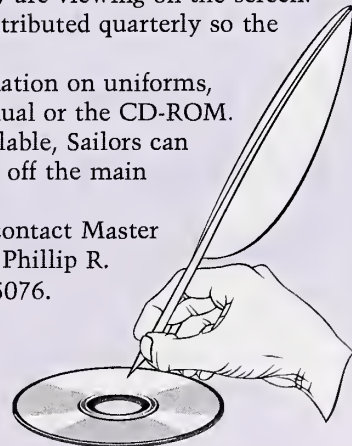
Fleetwide access to uniform regs

The latest version of the Navy's Uniform Regulations, NAVPERS 156651, is being distributed to the fleet. The manual is broken down into three categories — officer, E-6 and below and chiefs uniforms. The uniform regs have a new format that makes it easier to see the uniform differences between genders. There are now photos of men and women in the same uniform on facing pages.

The Uniform Regulations Manual is also being distributed throughout the fleet on CD-ROM. Sailors can access the regs at the push of a button. The reformatted regs make scrolling the manual much easier. A "Hyper-text Link" quickly guides Sailors to topics or instructions related to the material they are viewing on the screen. Updated CD-ROMs are distributed quarterly so the old ones can be discarded.

Anyone wanting information on uniforms, should first check the manual or the CD-ROM. If those options aren't available, Sailors can upload "Uniform Matters" off the main menu of BUPERS Access.

For more information, contact Master Chief Gunner's Mate (SW) Phillip R. Montgomery at (703) 614-5076.



HARD TARGET

Avoid becoming a crime victim

Story and photos by
JO1(AW) Michael R. Hart



Let's face it. Crime and criminals are a part of life. Open any newspaper from coast to coast and you'll read about crimes of hate, passion, greed, jealousy ... the list goes on and on. Unfortunately, Sailors are not isolated from becoming victims of crime.

It doesn't matter if you live under the bright lights of the big city or in rural mid-America. It's safe to say that you, a friend or a family member will become a victim of crime.

Consider these scenarios:

Scene #1: A Sailor is approached outside a convenience store by a stranger who says, "Hey, my car just broke down, could you give me a ride to my chief's house?"

Was this so-called stranded motorist really a fellow Sailor or just some petty thief? The Sailor who provided his services answered that question

after he was robbed at gun point of his cash, watch, necklace and credit cards.

Scene #2: In a mad rush to get home after work, you forget to stop by the base post office to mail a bill you've carried around for days. "No problem," you tell yourself. "I'll drop it off in town."

To save time, you leave your car double-parked with the keys in it. It shouldn't take more than a few seconds to drop off a bill that's already stamped, right!

Ten minutes later, you realize the big mistake as you're calling the police to report your vehicle stolen.

Believe it or not, these scenarios are not uncommon. Reducing your chances of becoming a crime victim is not very complicated, according to C. Barry Marushi, a special agent with the Naval Criminal Investiga-



◀ An easy way to deter criminal activity is simply locking up your possessions.



▲ Use ATMs during daylight hours and indoors whenever possible.

◀ Be aware of your surroundings. Scan the area around your vehicle before getting in or out.

your car to be gone. Lock your doors while you're in the car and when you get out. Don't leave your wallet or other valuables on the seat or dashboard or anywhere in sight; put them in the glove compartment or trunk."

Phone scams/cons: Computer scams are becoming more popular with the great surge in computer technology and computers being in more homes. "There have been cases where people call requesting credit card numbers for 'verification.' Do not give out your credit card number under any circumstances."

An important thing to remember, according to Marushi, is to have a plan for the situation. "What would you do if someone broke into your house while you were there? What would you do if you were carjacked? How about if you were caught on a dark street alone?" asked Marushi.

The bottom line is use common sense, be aware and be alert. ‡

Hart is a staff writer assigned to All Hands.

tive Service (NCIS) in Norfolk.

Marushi, an eight-year NCIS agent currently assigned to USS *George Washington* (CVN 73), investigates cases involving Sailors aboard the aircraft carrier and within the battle group. "I handle all cases of theft, credit card and check fraud, assaults, bad check cases, rape. Everything that a team of agents might handle on shore, I handle at sea."

Here are some suggestions Marushi has to make you a hard target for criminals.

Physical/sexual assault: "Be aware of your surroundings and use good judgment. Try to get out of uncomfortable situations and use the 'buddy system.' Travel in groups of three or more — not just two."

Personal theft: "Don't leave items unsecured in lockers or keep valuables in your car. Do not flash cash

or other possessions in public. List the serial numbers of your property or video tape your items."

Home theft: "Keep your lights on whenever possible. Don't divulge information on your comings and goings (i.e., 'I won't be here next week, we're going out on local ops' or 'I'm going TAD for two months.') Don't hide extra house keys outside your house; leave them with neighbors."

Carjacking: "Again, be aware of your surroundings. Does it look safe? Is it well-lit? Is there more than one exit? When stopped in traffic, leave enough room between you and the car in front of you in case you have to pull off suddenly. You should be able to see the bottom of the back tires of the car.

"Don't leave your keys in the car. That two minutes you take to go back in the store is enough time for

SOMEONE'S WATCHING

NCIS: The eyes and ears of the Navy

Story and photos by
JO1(AW) Michael R. Hart



Photo by Gary Comerford

Who knows what the day will bring for a team of Naval Criminal Investigative Service (NCIS) agents? It may be interviewing witnesses, victims and alleged perpetrators; giving security briefings to Sailors aboard ships and ashore; gathering crime-scene evidence; working procurement fraud cases; checking leads on counterintelligence cases; exchanging information with local police; making undercover drug buys and arrests; or installing hidden surveillance cameras to record suspected thieves in action.

Either way, it's just another day at the office.

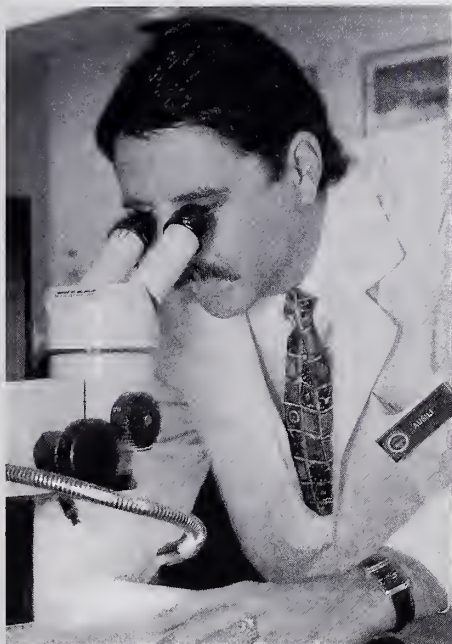
With more than 160 offices

▲ NCIS Special Agent Mark Russ. Agents are assigned to commands ashore and at sea.

worldwide and aboard ships, including 16 field offices, NCIS is the Department of the Navy's law enforcement and counterintelligence agency.

There are approximately 1,000 special agents in NCIS. Agents train at the Federal Law Enforcement Training Center in Glynco, Ga., where they complete 15 1/2 weeks of instruction beginning with the basic criminal investigator's course. During their first two years on the job, agents are exposed to a wide range of investigative fields.

OUT FOR YOU



▲ Pete Ausili, an NCIS forensic chemist, analyzes a controlled substance to determine its legality.

After initial training, agents specialize in one of four major career fields: general criminal investigations, foreign counterintelligence investigations, naval security or technical services, which includes technical surveillance countermeasure specialists and polygraph examiners.

"The mission of NCIS is varied," said Frank Melia, special agent-in-charge of the San Diego Field Office. "Every investigation has a victim, whether it's the U.S. government or a Sailor. We are here to assist that victim in any way we can by identifying and arresting a suspect," said Melia, whose 29 years of law enforcement have all been with NCIS.

"We ferret out individuals who try to detract from the Sailors' quality of life," said Special Agent Joseph E. Razzano. Sharply dressed in charcoal gray suit and spit-shined loafers, Razzano looks more like an investment banker than a



▲ NCIS Special Agent Fred V. Ewell, a crime scene specialist at the Norfolk Field Office, dusts for prints on an automobile roof at a simulated crime scene. "I collect the evidence and present it in an objective manner."

federal law enforcement agent. An assistant special-agent-in-charge of fraud cases in the NCIS Norfolk Field Office, he and 12 other agents investigate white-collar crimes such as defective pricing, product substitution, defective equipment and environmental crimes.

Ever wonder what would happen if those hatches you open every day didn't work properly because of a manufacturer's defect or the weapons systems you operate weren't up to specs? What if the fire-retardant material you rely on wasn't so fire retardant?

"We detect goods that aren't up to standards," said Razzano, whose office had more than \$2 million worth of recoveries last year. "This has a huge effect on operational readiness and on the lives of our Sailors. We ensure the systems are top-notch so the Sailors can go out and complete their mission."

"I'm making a difference by creating a deterrent to contract

fraud," said Special Agent Steven V. Kolodji, a six-year NCIS veteran who works in the San Diego Field Office. "I'm helping the Sailors by ensuring their airplanes, helos and other systems are in 100 percent working order when they're built. I don't want a flap, or something cracking ... We're keeping the lives of Sailors safe by pursuing these fraud cases."

Mike and Bob are special agents who work undercover in Norfolk and surrounding cities. Cruising the area identifying possible drug dealers, they're dressed in semi-ratty jeans and T-shirts. Sneakers work much better than wing tips for the work these agents do. Mike, the younger of the two, looks about two weeks overdue for a shave. These agents have that "Hill Street Blues" undercover look.

Their work consists of gathering intelligence on drug dealers — who they are, where they ply their trade and when. They gather intelligence

Photo by Gary Comerford



and make drug buys. They make arrests too, but this isn't Hollywood. Cases aren't neatly wrapped up in an hour or two.

"We do a lot of surveillance, making buys, coordinating with the local authorities," said Mike. "We're attacking that street-level availability." According to the agents, dealers sometimes work right outside the gates of some bases and even live in some of the same civilian neighborhoods as Sailors.

"It's a never-ending cycle," said Bob. "We can't get it all, but we're hitting it one chip at a time."

That's the only way to fight crime — one piece at a time — according to many agents, and one agent can't do it alone. Everyone has a role to play in putting a case

together: the investigating agents, crime scene specialists, evidence analysts and forensic experts are just a few of the players.

"I'm part of the team," said Special Agent Fred Ewell, of the Norfolk Field Office. Ewell processes crime scenes on a full-time basis, which he said can take hours or sometimes days. "I enjoy going to a crime scene and trying to find a piece of evidence that links the suspect to the scene. Evidence can support or refute testimony of suspects, victims and witnesses," said Ewell.

There is no limit to what kind of evidence Ewell can find at a crime scene. He's collected hair, thread, blood, cigarette butts, and of course, fingerprints and footprints.

"I take the physical evidence and

ANOTHER WEAPON IN THE

Story by
JO1(AW) Michael R. Hart

Half the battle of not becoming a crime victim is common sense — avoiding dangerous situations.

The Naval Criminal Investigative Service Mobile Training Team (NCIS MTT) provides security and crime prevention training to Sailors worldwide.

"We give seminars on physical security, anti-terrorism, violent crime prevention, rape prevention ...," said David L. Harris, program manager of NCIS MTT Atlantic, Little

Creek, Va. Harris and a team of training specialists are responsible for training Sailors from as far west as the Mississippi River and all the way over to Europe.

"Much of our message is common sense," said Harris, after giving a crime awareness briefing to Sailors from Commander, Naval Air Forces Atlantic, Norfolk. "If each Sailor can take one security measure away, then we've made progress."

Although this was not the first criminal awareness briefing for many AIRLANT Sailors, it

present it in an objective manner," Ewell said. "I have to be [objective]. What I do can prove or disprove the facts of the case."

Even though NCIS works an average of 30,000 cases a year, each case is unique. However, they do have one common thread. Agents agree that helping Sailors and their families put the experience of being a victim behind them is a great reward.

"When you see a victim have a sense of resolution — to have a perpetrator prosecuted — it gives everybody a sense of closure," said Special Agent Diane M. Nelson, of the San Diego Field Office. "It makes you feel good to know you've made a difference."

Rest assured, while you sleep, eat, deploy, stand watch, enjoy



U.S. Navy photo

liberty in exotic ports, spend time with family and friends, and in general, spend your days defending and protecting our country, NCIS agents are watching out for you. ‡

Susan Kazmer, an NCIS Special Agent aboard USS *Carl Vinson* (CVN 70) investigates cases with the help of ship's security personnel.

Hart is a staff writer assigned to All Hands.

FIGHT AGAINST CRIME

still proved beneficial. "The briefing was pretty informative," said Quartermaster 1st Class Lloyd Howell of Jackson, Miss. "One thing I will start doing differently is using the buddy system. I used to go out by myself a lot, but I'm starting to change that habit."

Habits — whether they're done consciously or subconsciously — are what Harris and his team of training specialists want to make Sailors think about. "Do you make eye contact with a passerby?" asked

Harris. According to the training specialist, this is a sign of strength and lets the other person know you are aware of his or her presence. "Do you go to the ATM at 3 a.m.? Not a wise decision."

"The training is valuable because it covers a lot of points," said Yeoman 2nd Class William M. Edwards of Birmingham, Ala. "It's sad, but it makes you realize that some people are no good," said Radioman 2nd Class Sandra Boyd after hearing Harris' briefing. "You've got to

be more aware [of your surroundings]. It's funny, I've never practiced making eye contact with people on the street," said the Boston native. "But I will now."

The best advice according to Harris is, "Heighten your sense of awareness." ‡

Hart is a staff writer assigned to All Hands.

\$ The tax man cometh

'Tis the season to pay taxes

Remember the old saying, "Nothing is certain in life except death and taxes?"

Well, it's tax time again, and for some it's a time for nightmares of filing 1995 income tax forms. Let's look at some of the special rules and circumstances you, as an active-duty member of the military, need to know to file your return.

The Internal Revenue Service (IRS) offers the following tips and helpful hints to active-duty military personnel. This information does not cover retirees' or veterans' benefits or give the basic tax rules that apply to all taxpayers. It also does not reflect all the policies and information that may apply.

First, you have until Dec. 15, 1996, to file your return if you are serving in Operation *Joint Endeavor* and depart on or after March 1, 1996. Otherwise, the deadline for filing returns is April 15, 1996, for most people. You may apply to the IRS for an extension of your filing deadline.

If you live overseas, you might have problems filing your 1995 federal tax return, so the IRS usually gives a two-month filing extension. Military members living overseas automatically get this extension.

If you take the extension and owe any taxes, IRS officials said, you should pay them by the April 15 deadline. If not, penalties and interest begin to accrue on the amount owed.

According to IRS officials, a second two-month extension, ending Aug. 15, may be granted on a case-by-case basis. This extension must be requested by June 17 using IRS Form 2688, "Application for

Additional Extension of time to File U.S. Individual Income Tax Return."

Many family service centers, legal services or installations offer tax preparation workshops and tax filing assistance. Check with your local Navy Legal Service Office (NLSO) for information.

Navy personnel get their W-2 forms, which report earned income, in January. If you filed taxes last year, you have probably received your tax package (instructions and forms based on last year's filing) in the mail. If you moved, the package will ultimately get to your mail box but it could arrive after the filing deadline. To get forms and instructions contact the IRS, check with legal services or call your local post office. If you just need additional or new forms, call your base or local community's public library. Libraries usually have a book of tax forms that can be copied.

Gross Income

Members of the U.S. Armed Forces receive many different types of pay and allowances. Some are included in gross income while others are excluded. Items that are included are taxable and must be reported on your tax return. They are included on your W-2 form which must accompany your income tax return. Excluded items are not subject to tax and are not counted in income reported on your W-2, but may have to be reported on your tax return.

For information on the exclusion of pay for service in a combat zone and other tax benefits for combat zone participants, see the section, "Combat Zone Exclusion and Extension of Deadline," in Publication 3, *Tax Information for Military Personnel*.

Form 1040A Department of the Treasury—Internal Revenue Service
U.S. Individual Income Tax Return (P) 1995 IRS Use Only—Do not write on this area.

Label
(See page 19.)

Use the IRS label. Otherwise, please print or type.

Check the box for your filing status
(See page 20.)
Check only one box.

Figure your exemptions

Label
(See instructions on page 11.)
Use the IRS label. Otherwise, please print or type.

Presidential Election Campaign
(See page 11.)

Filing Status
(See page 11.)
Check only

1 Single
2 Married filing joint return (even if only one had income)
3 Married filing separate return. Enter spouse's social security no. above and
4 Head of household (with qualifying person). (See page 12.) If the qual

Do you want \$3 to go to this fund?
If a joint return, does your spouse want \$3 to go to this fund?

Important Changes for 1995

Beginning with 1995 tax returns, the following Earned Income Credit (EIC) changes are in effect:

The EIC amount has increased for all three categories. The amount you can earn has increased to \$9,230 with no qualifying children, \$24,396 with one qualifying child, and \$26,673 with two or more qualifying children.

Military personnel stationed outside the United States on extended active duty are considered to live in the United States for purposes of the EIC.

Taxpayers claiming EIC on their 1995 tax returns must provide a Social Security number for each qualifying child born before Nov. 1, 1995. Qualifying children born between Nov. 1 and

Dec. 31, 1995, must have Social Security numbers for tax year 1996.

Untaxed earned income, such as BAQ, BAS, combat pay and certain in-kind equivalents, will be shown on the W-2s of military personnel in Box 13.

Nonresident aliens must be married to a citizen or resident of the United States and agree to be treated as a U.S. resident for tax purposes to be eligible for EIC.

For more information on the EIC, see Publication 596, *Earned Income Credit*.

Note: Beginning in 1996, taxpayers who have more than \$2,350 in investment income will not qualify for the EIC.

Where to go for help

To order publications and forms, call 1-800-TAX-FORM (1-800-829-3676). You can also write to the Internal Revenue Service (IRS) Forms Distribution Center nearest you. Check your income tax package for the address.

You can also get many forms and publications electronically if you have access to a personal computer and a modem. See *How to Get Forms and Publications* in your tax package for details.

The IRS offers free tax help throughout the year. Publication 910, *Guide to Free Tax Services*, describes many of the free tax services you can receive.

How to Get IRS Forms and Publications

You can visit your local IRS office or order tax forms and publications from the IRS Forms Distribution Center listed for your state at the address on this page. Or, if you prefer, you can photocopy tax forms from reproducible copies kept at participating public libraries. In addition, many of these libraries have reference sets of IRS publications that you can read or copy.

Where To Mail Your Order Blank for Free Forms and Publications

| If you live in: | Mail To: | Other Locations: |
|--|---|---|
| Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, Wyoming, Guam, Northern Marianas, American Samoa | Western Area Distribution Center Rancho Cordova, CA 95743-0001 | Foreign Addresses –Taxpayers with mailing addresses in foreign countries should mail this order blank to either: Eastern Area Distribution Center, P.O. Box 25866, Richmond, VA 23286-8107; or Western Area Distribution Center, Rancho Cordova, CA 95743-0001, whichever is closer. Mail letter requests for other forms and publications to: Eastern Area Distribution Center, P.O. Box 28566, Richmond, VA 23286-8107. Puerto Rico – Eastern Area Distribution Center, P.O. Box 25866, Richmond, VA 23286-8107 Virgin Islands – V.I. Bureau of Internal Revenue, Lockhart Gardens, No. 1-A Charlotte Amalie, St. Thomas, VI 00802 |
| Alabama, Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, Wisconsin | Central Area Distribution Center P.O. Box 8903 Bloomington, IL 61702-8903 | |
| Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia | Eastern Area Distribution Center P.O. Box 85074 Richmond, VA 23261-5074 | |

Speedy filing option for April 15 deadline

The countdown is on. Many Sailors still have to file a 1995 Income Tax Return and time is running out. For those Sailors who just don't have time to fill out the 1040 long form, there's another option available. The electronic tax filing (ELF) system allows Sailors to file their taxes electronically.

According to the office of the Navy Judge Advocate General, you should look into the ELF program if time isn't on your side. ELF also reduces the number of tax-related problems encountered by Sailors. And best of all, there's no preparation or transmission cost to Sailors at military ELF.

Faster refund for taxpayers – A paper return has to be mailed to the IRS. For Sailors attached to deployed ships or remote overseas stations, it may be two weeks or more before the IRS receives the return. Add another 40 more days for processing and additional time to deposit the check into an account. All things considered, it will

probably take 45 days or more before an OCONUS-based Sailor even receives the refund check.

ELF refunds – All military ELF returns are transmitted electronically via modem to a stateside transmitter and then retransmitted to IRS. ELF returns are generally accepted by IRS within 24 hours of the time you send them to the stateside transmitter. The IRS processes ELF returns using a weekly cycle. For ELF returns received by IRS by the Wednesday noon cutoff, the IRS will generally make a direct deposit of the refund by Friday of the week following the Wednesday cutoff. So, a taxpayer whose return is received by IRS at 8 a.m. on a Wednesday, will generally have access to the refund nine to 16 days later.

Direct deposit of ELF refunds – Direct deposit takes the hassle out of dealing with the refund check and is particularly advantageous for deployed Sailors.

Accuracy – Accuracy rate is more than 99.9 percent. The average paper return is handled by more than a dozen IRS workers. Someone at IRS has to take the information off the paper return and key it into the IRS's computer. You can imagine that workers who spend 40 hours a week at such a task might make an occasional mistake or two. Those mistakes can result in a computer-generated letter to the taxpayer who has to spend a lot of time and effort trying to correct the matter. Sailors who use ELF may not have as many tax-related problems.

At-sea ELF – USS *Theodore Roosevelt* (CVN 71) and USS *America* (CV 66) are transmitting returns at sea using INMARSAT. With ELF on a ship, a Sailor can electronically file during extended at-sea operations and still have his or her refund electronically deposited in a bank account in as little as nine to 16 days later, even if the ship doesn't have mail service.



Where are the ELF Sites?

NLSC Sites

NLSO Northwest, Bangor, Wash.
 NLSO Great Lakes, Chicago
 NLSO Southeast, Jacksonville, Fla.
 NLSO EURSWA, Naples, Italy
 NLSO MIDLANT, Norfolk
 NLSO MIDPAC, Hawaii
 NLSO Central, Pensacola, Fla.
 NLSO Southwest, San Diego
 NLSO West, San Francisco
 NLSO NATCAP, Washington, D.C. NLSO Northwest Pacific, Yokosuka, Japan
 NLSO Det., Guantanamo, Cuba
 NLSO Det., Kings Bay, Ga.
 NLSO Det., Memphis, Tenn.
 NLSO Det., Rota, Spain
 NLSO Det., Sigonella, Italy
 NLSO Branch Office, Bahrain
 NLSO Branch Office, London

Afloat Legal Office Sites

USS *Independence* (CV 62)

USS *Kitty Hawk* (CV 63)
 USS *Constellation* (CV 64)
 USS *Enterprise* (CVN 65)
 USS *America* (CV 66)
 USS *John F. Kennedy* (CV 67)
 USS *Nimitz* (CVN 68)
 USS *Carl Vinson* (CVN 70)
 USS *Theodore Roosevelt* (CVN 71)
 USS *Abraham Lincoln* (CVN 72)
 USS *George Washington* (CVN 74)
 USS *Holland* (AS 32)
 USS *Simon Lake* (AS 33)
 USS *L.Y. Spear* (AS 36)
 USS *Emory S. Land* (AS 39)
 USS *Frank Cable* (AS 40)
 USS *McKee* (AS 41)

Staff Judge Advocate Sites

NAS Fallon, Nev.
 NAS Barbers Point, Hawaii
 NAWS China Lake, Calif.
 NAS Dallas, Texas
 COMSUBPAC, Pearl Harbor
 NAVCOMTELCOM HQ, Washington, D.C.

NAS Kingsville, Texas
 Fleet Air Keflavik, Iceland

Family Service Center/Other Sites

NCBC Port Hueneme, Calif.
 NAS South Weymouth, Mass.
 NAS Meridian, Miss.
 NAF Adak, Alaska
 NCBC Gulfport, Miss.
 NAVSTA Pascagoula, Miss.
 NWS Yorktown, Va.
 NSGA-NW, Chesapeake, Va.
 NSWCDD, Dahlgren, Va.
 NWS Earle, N.J.
 NAS Corpus Christi, Texas
 NTTC Corey Station, Fla.
 NAES Lakehurst, N.J.
 USNA, Annapolis, Md.
 NAVSTA Ingleside, Texas
 COMNAVETOCCOM, Stennis Space Center, Miss.
 SUBASE New London, Groton, Conn.

What you can expect to pay at non-military ELF sites

These figures do not include the value of assistance provided when filing paper versions of federal and state returns.

Commercial Fees - domestic

1040 EZ - Without Refund
 Anticipation Loan (RAL)

- Tax preparation \$15
 - ELF \$25
 Total \$40

With RAL

- Tax preparation \$15
 - ELF \$25
 - RAL \$50
 Total \$90

1040A - Without RAL

- Tax preparation \$28.60

- ELF \$25.00
 Total \$53.60

With RAL

- Tax preparation \$28.60
 - ELF \$25.00
 - RAL \$50.00
 Total \$103.60

Commercial Fees - overseas

1040EZ - Without RAL

- Tax preparation \$15
 - ELF \$45
 Total \$60

With RAL

- Tax preparation \$15
 - ELF \$45
 - RAL \$50
 Total \$110

1040A - Without RAL

- Tax preparation \$28.60
 - ELF \$45.00
 Total \$73.60

With RAL

- Tax preparation \$28.60
 - ELF \$45.00
 - RAL \$50.00
 Total \$123.60

1040 - Without RAL

- Tax preparation \$67.90
 - ELF \$45.00
 Total \$112.90

With RAL

- Tax preparation \$67.90
 - ELF \$45.00
 - RAL \$50.00
 Total \$162.90

THEY BUILD, THEY FIGHT

SEABEES INSTRUMENTAL TO NAVY'S MISSION

Story by JO1 Ron Schafer

The year was 1941. With the attack on Pearl Harbor and our entrance into World War II, RADM Ben Moreel, chief of the Navy's yards and docks, laid the foundation for the Naval Construction Force. He organized construction battalions necessary for the long march to Tokyo and Berlin — the Seabees.

The earliest Seabees came from the ranks of civilian construction trades and were placed under the leadership of officers of the Navy's Civil Engineer Corps. More than 32,000 men served with the 'Bees in World War II, fighting and building in more than 400 places before the war's end.

In Korea, as in World War II, the Seabees performed admirably, landing with forces at Inchon, Korea, and providing pontoon causeways within hours of their landing.

During the years of peace following the Korean War, Seabees deployed to nearly every major naval base outside the United States. With the escalation of the Vietnam War looming, the Seabees again proved their readiness. From the Delta region to the demilitarized zone, they provided air strips, camps, hospitals, exchanges, roads, warehouses, storage tanks and towers.

In recent years, Seabees have made their presence known in other hostile environments including Lebanon, Saudi Arabia and in support of Operation *Desert*

Photo by PH2 Douglas F. Mooney



SW2 Richard Kirkpatrick, from Newton, Kan., of NMCB 133, checks the "dumpy level" on a construction site.

Shield/Desert Storm. Seabees have also been instrumental in humanitarian relief efforts including those in southern Florida, during the aftermath of Hurricane Andrew, and in Somalia in support of Operation *Restore Hope*.

For more than 50 years, Seabees have maintained a high degree of readiness, professionalism, profi-

ciency and have displayed their "can-do" spirit whenever their services have been needed, proudly living up to the Seabee motto: "We build, we fight!" ⚓

Schafer is a Norfolk-based staff writer assigned to All Hands.



Photo by LT Brent S. Miller

▲ Seabees of NMCB 133 train on the Leaders React Course during a field exercise.

► CMCN Henry Hause, left, and CM3 Michael Brubaker, both of NMCB 40, hold a fighting position during a field exercise.



U.S. Navy photo



Photo by PH3 Rick Sargeant



▲ Seabees and Cuban migrants pour a concrete pad for a building in the migrant camps at Naval Station Guantanamo Bay, Cuba.

◀ BU2 Alonso Cadena-Solorzano, from San Diego, saws a plank for a building during NMCB 3's field exercise at Fort Hunter Liggett, Calif.



Photo by JO1 Charles L. Bear



◀ SW1 (SCW/DV) John A. Allen, from Boston, of Underwater Construction Team 2, uses a hydraulic drill to attach rock bolts to an underwater cable.

▼ ▼ Seabees of NMCB 133 receive training on the safe use of the MK-19 and 50 caliber machine gun during a field exercise.

▼ CECN Katressa L. Sanders, from Birmingham, Ala., helps load a truck as members of NMCB 5 move from Camp Phillips to Camp Bulkley on U.S. Naval Station Guantanamo Bay, Cuba.





▲ Seabee support personnel arrive at the Sava River



NAVY SEABEES LEND THE ARMY A HELPING HAND

Story by LT David Albritton

Photos by LCDR Bill Spann

Seabees from Naval Mobile Construction Battalion (NMCB) 133 built 13 tents for Army construction engineers whose camp was washed away by flood waters along the muddy banks of the Sava River in eastern Croatia.

More than 100 Army construction engineers building two bridges across the Sava River into Bosnia-Herzegovina were forced to relocate after a temporary dike gave way and flooded the entire area with two feet of cold, muddy water.

Almost all of the soldiers' gear, including sleeping bags, clothing and personal items, was swept away in the flood waters. No one suffered serious injuries, but several soldiers were treated for minor frostbite and exposure.

The Seabees built the new tents on higher ground with plywood floors, heaters and electric lighting. Replacement clothing and sleeping bags were flown in from Hungary.

"We wanted to help these soldiers get back into dry quarters as quickly as possible," said LCDR Doug Morton, NMCB 133 officer in charge. "We know they would do it for us in the same situation and this entire mission is a team effort. We're happy we could help."

Seabees were sent to Croatia to complete a similar mission on a much larger scale. Their mission included building four complete tent cities in Croatia and Bosnia-Herzegovina: a 2,500 person camp, one 1,800 and two 1,200 person camps all with floors, lights and power distribution, showers, galleys and laundry facilities. ‡

Albritton is assigned to the public affairs office, U.S. Naval Forces Europe.



▲ EO3 Mike Damauno, from Holtsville, N.Y., ties down heavy equipment to a flatbed that convoyed from Tasar, Hungary, to Croatia. Damauno is assigned to NMCB 133.

◀ Seabees from NMCB 133 prepare for a convoy from Tasar, Hungary, into Croatia on Dec. 24, 1995.

V-22 *Osprey*

The Navy is at the forefront of aviation research and development. An example is the V-22 *Osprey*. The *Osprey* is a tilt-rotor aircraft. It can take off, land and hover like a conventional helicopter, but its twin turboprops rotate, allowing the *Osprey* to fly long-range, high-speed missions like an airplane while carrying a large payload. The *Osprey* boasts many composite materials and digital technologies that make it a state-of-the-art aircraft.

Composite wing and fuselage construction

— Wings pivot and propellers fold for storage on board ships.

Large propeller airfoil designs

— Increases lift/thrust, extends range and decreases fuel consumption.

Fly-by-wire computerized flight controls

— Increases survivability, reduces weight and improves handling qualities.

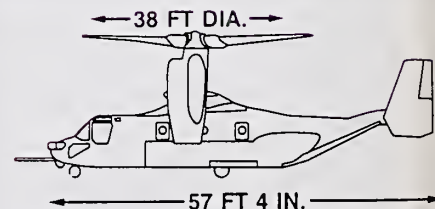
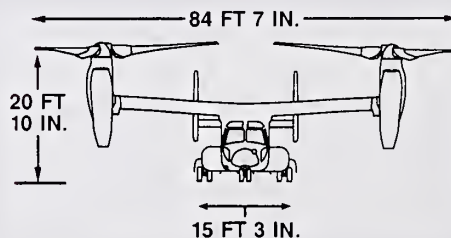
As happened during the development of the jet engine, many of the advanced technologies that went into the creation of the *Osprey* will benefit civil and commercial sectors for years to come. The American-made *Osprey* is a joint-service, multi-mission aircraft, capable of operating from the sea or from the shore without support. It is a cost-effective, flexible means of conducting amphibious assault, search-and-rescue, medical evacuation and transport missions anywhere in the world. ‡

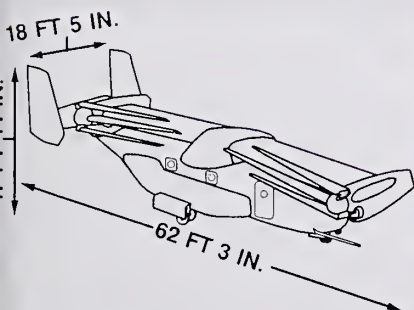
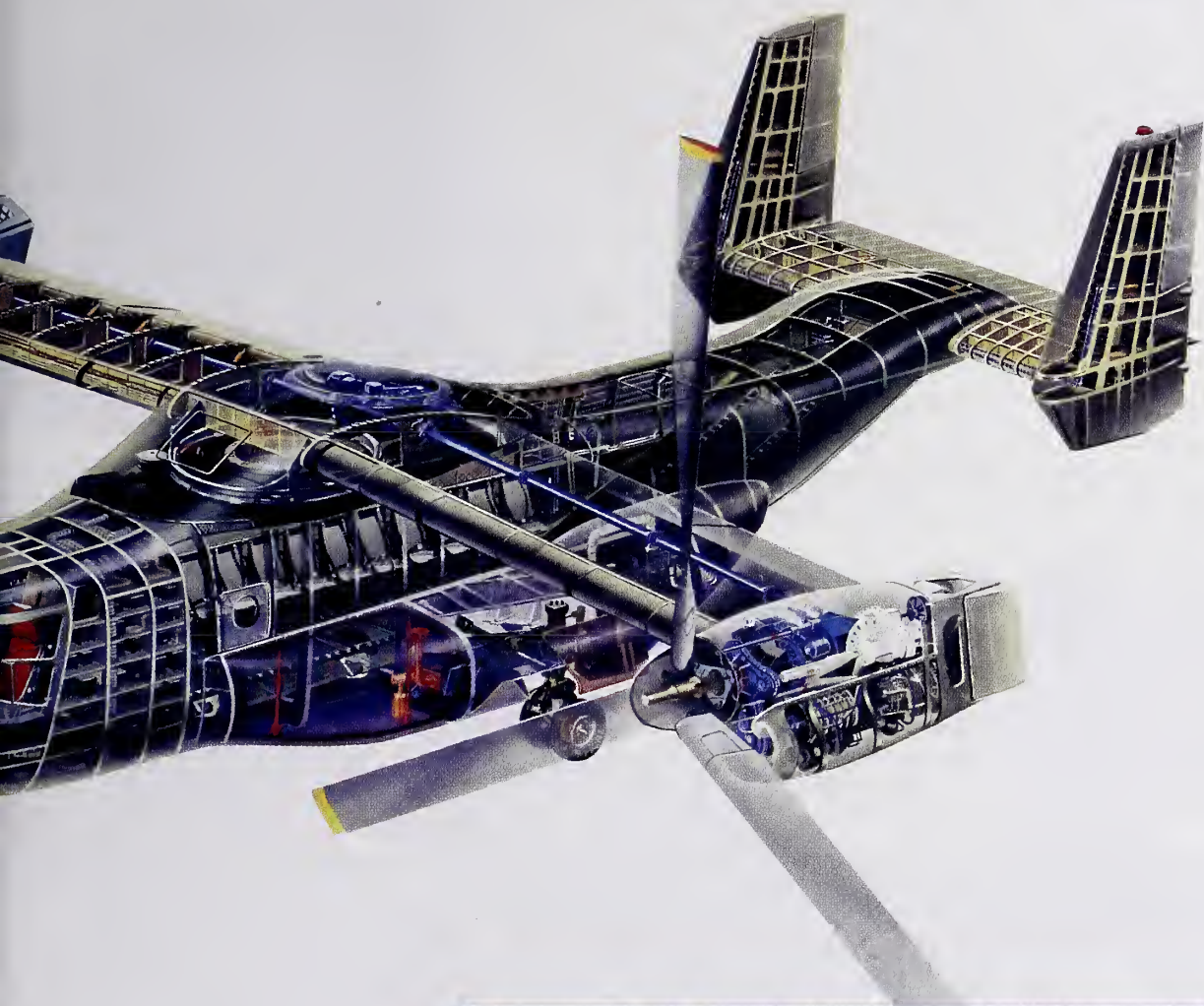
Advanced digital cockpit

— Increases night and all-weather mission capabilities.

Cargo/passenger area

— Can carry 20,000 pounds of payload, or be outfitted for passengers.





Fleet Week

Story by JO2 Cindy D. Alvarez, photos by PH1 (AW/NAC) Stephen Batiz

Fifteen years ago Sen. Dianne Feinstein (D-Calif.), then-Mayor of San Francisco, generated public support and enthusiasm for the U.S. Navy with Fleet Week San Francisco.

This year, approximately 500,000 citizens turned out for the Blue Angels and a civilian aerobatic Air Show. Crowds also hit the decks of USS *Henry M. Jackson* (SSBN 730).

"This was my first Fleet Week and I participated in the Parade of Ships," said LCDR Chip Hilarides, chief engineer aboard USS *Henry M. Jackson*. "We gave tours to more than 1,000 visitors and for a sub, that's a big deal," Hilarides added.

"Any time we go into port it's great fun," said Chief Machinist's Mate (SS) John M. Thomasberg, also assigned to USS *Henry M. Jackson*. "The best trip I made was during Fleet Week San Francisco 20 years ago, while I was assigned to USS *Wahoo* (SS 565), a single deck submarine that recycled breathing air," he said.

Other popular Fleet Week San Francisco activities included River Patrol Boat Rides, the Host-A-Sailor Booth, a World War II Commemoration Service aboard *Hornet* (CV 12), and sterling performances by the Marine Corps Silent Drill Platoon, Navy Band San Diego, and the U.S. Naval Academy Women's Glee Club. Winery tours in Sonoma and Napa Valley provided free lunches for Sailors and locals.

Even though the Sailors had to work hard to prepare their ships and submarines for Fleet Week, their perseverance had its own reward. ⚓



▲ Crew members of USS *Henry M. Jackson* (SSBN 730) brief visitors during a tour of the submarine. The submarine was part of the parade of ships.





Photo by PHT R.J. Oriez

◀ “Tootsie”, a B-25 *Mitchell*, leaves the flight deck of USS *Carl Vinson* (CVN 70) as part of a commemoration ceremony in a salute to World War II veterans.

▼ Crowds were dazzled by the spectacular aerobatics performed by the Blue Angels.



Fleet Week

➤ The Navy Honor Guard presents colors to begin Fleet Week San Francisco 1995.

➤ The Blue Angels blast off into the California sky during one of their performances during Fleet Week San Francisco.





◀ Military and civilian volunteers worked together to assemble historic artifacts for the NAS Alameda Navy Museum.

▼ ▼ Visitors photograph Blue Angels.

▼ A Navy corpsman volunteer provides refreshments during Youth Excellence Day activities.



Photo by PH1 R. J. Oriez



'Look Ahead'

USS John C. Stennis (CVN 74) charts a new course

Story by JO1 Ron Schafer

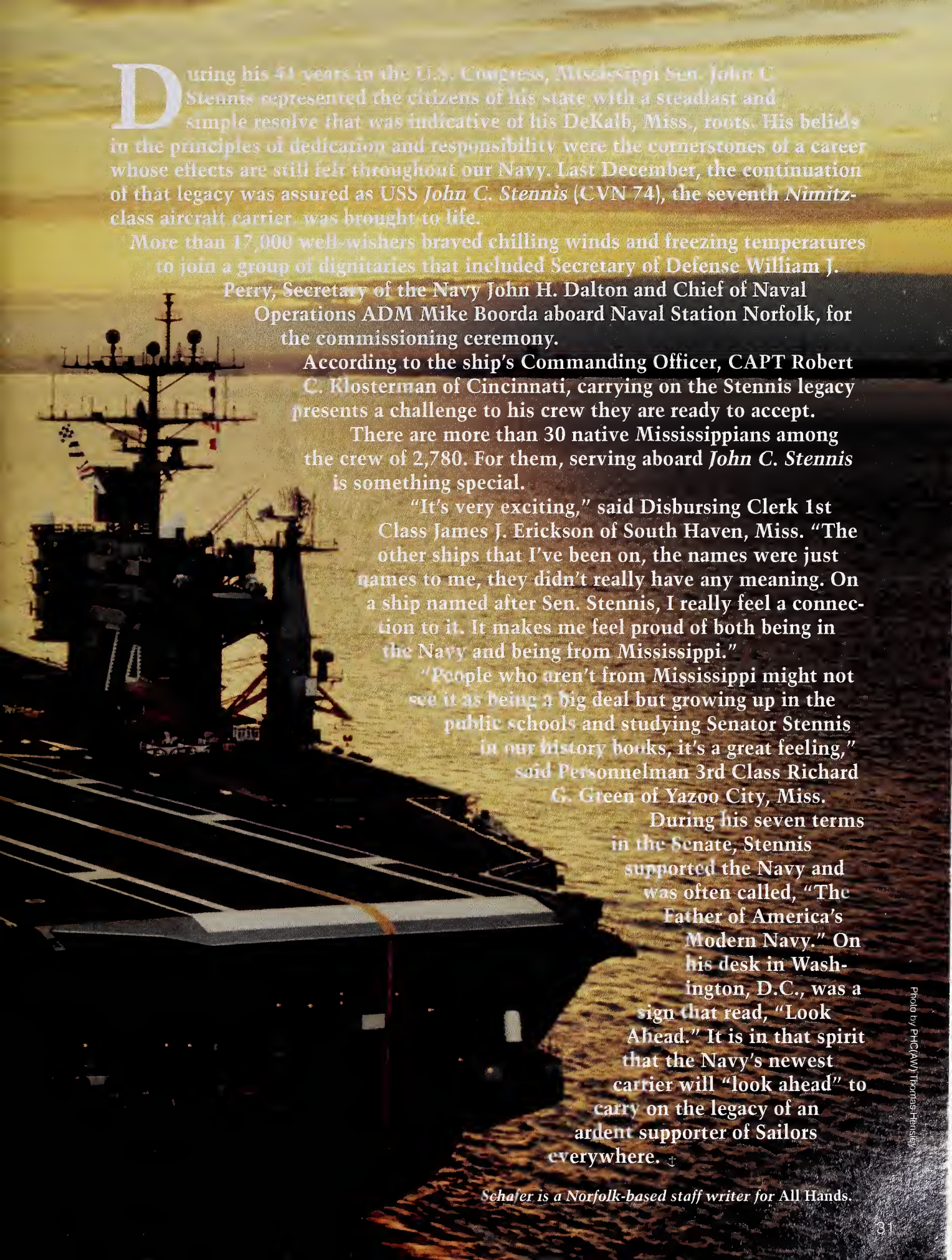
"From my vantage point ... I know that a strong and powerful Navy — a Navy second to none — is vital and essential to the nation's security."

- Senator John C. Stennis

February 1975



Crew members of USS John C. Stennis (CVN 74) board the ship as it's powered up during the commissioning ceremony on Dec. 9, 1995, in Norfolk.



During his 41 years in the U.S. Congress, Mississippi Sen. John C. Stennis represented the citizens of his state with a steadfast and simple resolve that was indicative of his DeKalb, Miss., roots. His beliefs in the principles of dedication and responsibility were the cornerstones of a career whose effects are still felt throughout our Navy. Last December, the continuation of that legacy was assured as USS *John C. Stennis* (CVN 74), the seventh *Nimitz*-class aircraft carrier, was brought to life.

More than 17,000 well-wishers braved chilling winds and freezing temperatures to join a group of dignitaries that included Secretary of Defense William J. Perry, Secretary of the Navy John H. Dalton and Chief of Naval Operations ADM Mike Boorda aboard Naval Station Norfolk, for the commissioning ceremony.

According to the ship's Commanding Officer, CAPT Robert C. Klosterman of Cincinnati, carrying on the Stennis legacy presents a challenge to his crew they are ready to accept.

There are more than 30 native Mississippians among the crew of 2,780. For them, serving aboard *John C. Stennis* is something special.

"It's very exciting," said Disbursing Clerk 1st Class James J. Erickson of South Haven, Miss. "The other ships that I've been on, the names were just names to me, they didn't really have any meaning. On a ship named after Sen. Stennis, I really feel a connection to it. It makes me feel proud of both being in the Navy and being from Mississippi."

"People who aren't from Mississippi might not see it as being a big deal but growing up in the public schools and studying Senator Stennis in our history books, it's a great feeling," said Personnelman 3rd Class Richard G. Green of Yazoo City, Miss.

During his seven terms in the Senate, Stennis supported the Navy and was often called, "The Father of America's Modern Navy." On his desk in Washington, D.C., was a sign that read, "Look Ahead." It is in that spirit that the Navy's newest carrier will "look ahead" to carry on the legacy of an ardent supporter of Sailors everywhere. †

Schafer is a Norfolk-based staff writer for All Hands.



... and the beat goes on

Story by JO3 Jeremy E. Allen

There's an old vaudeville joke about a tourist asking a New Yorker, "How do I get to Carnegie Hall?" The punch line: "Practice, practice, practice." But practice is no joking matter for Navy musicians, who practice daily to perfect the sounds of harmony.

The first Navy band – now the U.S. Naval Academy Band – was created more than 143 years ago when 13 men reported to Annapolis, Md.

Then, and now, however, Navy musicians were not employed strictly for entertainment. "Entertainment is a by-product of our mission," said Master Chief Musician Jeffrey A. Taylor, command master chief for U.S. Navy Band, Washington, D.C. "Our mission is to provide musical support for honors and official ceremonies and functions, and for community and public relations. We are in the public information business. We are putting out an image. We are the Navy presence where you can't send ships."

"The band is right [out front] for any port visit of a protocol nature because we have the potential to get out and reach people more than anybody on the ship," said MUCS John W. Johnson, band director for the recently disestablished Navy Band Guam.

In their ambassadorial role, Navy musicians must always present a sharp appearance. "It is our job to look good all the time. We want to put the Navy's best foot forward," said Taylor.

"Representing the Navy to the world is what it's all about," said MUCM Chuck W. Yates, conductor and director of the "Sea Chanters" chorus at Washington, D.C. "I want [the audience] to walk out of a concert and feel good about the Navy."

Being a Navy musician goes far beyond just looking good. There is a lot of travel involved, and members will tell you it takes hard work. "Last year alone, Navy Band, Washington, D.C., played about 2,400 concerts," said Taylor. "These Sailors don't go home each night to their families when touring the country. When the Navy Band is on the road touring, they travel 200 to 250 miles a day," Taylor said.

Navy recruiters become very familiar with band members because they rely on the musicians as an important instrument in recruiting, said MUCS L.P. McIntyre, senior musician detailer at the Bureau of Naval Personnel.

"Sometimes we'll stay in five-star hotels, other times we're put up in an old gymnasium on a cot. You learn to adjust," said MU3 Shane Ellis, lead saxophone player for the 6th Fleet Band, out of Gaeta, Italy.

Navy musicians don't always play in nice, cozy, acoustically sound theaters, either. Taylor said musicians play in 32-degree weather when mouth-pieces stick to their lips and in blistering heat up to 105 degrees –

MUC Mary Fitzgerald, from New London, Conn., practices on the harp for an upcoming concert with the U.S. Navy Band, Washington, D.C.

the show goes on no matter what the conditions. "We've even played in the outfield during a baseball game," Taylor said.

To deal with the rigors of constant travel and public appearances, musicians rely on personal drive. "I get to pick up the horn every day and play," said MUC Rick Jasper, unit leader for the 6th Fleet Show Band. "This is the main thing that attracts most musicians ... the opportunity to play music and get paid for it."

There's a long-standing rumor that MUs must play at least two instruments. That is simply not true any more, Taylor said. "Just be able to play one really well." Reed players often know how to play another reed, but it's not required, said McIntyre.

"I get the opportunity to do what I love most, to play music," said MU1 Connie M. Frigo, a saxophone player for the Navy Concert Ceremonial Band, Washington, D.C. "Full-time music jobs [outside the Navy] are hard to come by. If I were in the civilian sector I would probably only play weekends, since there are no full-time performing opportunities for saxophonists in orchestras. Being a Navy musician is a good stable job to have," said Frigo. "It never gets boring. It is the best job in the Navy. It really is," added Frigo.

"Playing music is one thing I have always wanted to do. It's a chance to work with world-class musicians, and there is no guessing about a paycheck. It's always there," said MU1 Keith Arneson, a banjo player assigned to the U.S. Navy Band.

Navy musicians bring quality music to audiences from Annapolis to Japan. "Music is an international language that is understood and appreciated no matter what country you're in," said Johnson. †

Allen is a staff writer for All Hands. JO2 John Wipple, JO2 Brian Naranjo and JO1 Rebecca Celli contributed to this story.

Photo by PH1 Kurt Lengfield



▲ Their own roadies, Navy musicians move thousands of pounds of equipment from one performance site to another, set up the gear and break it down after the show.



Are you ready to rock? (Or swing, sing, fiddle...)

Navy musicians are in Career Group 2, meaning they currently are filled at adequate levels. However, vacancies exist in some instruments. If you play the oboe, flute, clarinet, bassoon, French horn or piano, there may be a place for you as an MU.

To be an MU you must perform, by sight, a variety of musical pieces, plus all major and minor scales and prepared material. There are approximately 700 active-duty musicians in the Navy. They have only 13 different duty station choices. Among them are two premier bands, one in Annapolis, Md., at the Naval Academy and the other at Navy Band, Washington, D.C. Both have musicians perma-

nently assigned on a nonrotating basis. The other 11 bands are on a standard Navy rotating basis.

To apply for the U.S. Navy Band, Washington, D.C.; the Naval Academy Band, Annapolis, Md.; or to transfer into the MU rating, contact the musician detailer at (703) 693-0513 or DSN 223-0513. If cross-rating, first contact your command career counselor. To become an MU you must pass an official audition for the Navy music program at any official Navy Band location or at the School of Music, Little Creek, Va.

Information provided by the Bureau of Naval Personnel, Special Assistant for Music (Pers 6 MM).

◀ U.S. Navy Band Guam member, MU3 Bill Patrick, is fluent in the universal language of music. Here, he works with his Russian band counterparts during departure ceremonies pierside in Russia.



Photo by PH1 Dolores Anglin



Photo by PH3 Sammy Dailal

▲ MU2 Romanze Willoughby (left) and MU2 Jeff Wrenn, both from Woodbridge, Va., shake up the place in Clarke Quay, Singapore, with the 7th Fleet Band's "Orient Express" rock group.

◀ Practice makes perfect for Navy Band Newport members such as this saxophone player.



“Life has been good to me. I didn’t die young. I wasn’t killed in the war. I did almost everything I wanted to do, and some things I didn’t want to do. I had a job I liked and a woman I loved. Couldn’t ask for more than that.”

Arleigh A. Burke



U.S. Navy photo

- ◀ ADM Arleigh A. Burke (1955).
- The Little Beavers (1943).



31-knot legacy

A Sailor's Sailor passes on

Retired Navy ADM Arleigh Burke, the U.S. Navy's most famous destroyer squadron combat commander and chief of naval operations from 1955 to 1961, passed away Jan. 1, 1996, at National Naval Medical Center, Bethesda, Md. He was 94 years old.

The 42-year Navy veteran retired from active duty in 1961 after an unprecedented three terms as chief of naval operations.

A 1923 graduate of the U.S. Naval Academy, he was best remembered for his World War II command of Destroyer Squadron 23, that came to be known as the "Little Beavers" after their insignia based on a comic strip character.

In the Battle of Empress Augusta Bay, Bougainville, Solomon Islands, in November 1943, Burke brilliantly distinguished himself in leading several torpedo attacks that sank a number of Japanese warships.

At the end of the month he repeated his performance at the Battle of Cape St. George, New Ireland, Papua, New Guinea. The final score of the Little Beavers' sinkings was one enemy cruiser, nine destroyers, one submarine and several small vessels, plus some 30 planes shot down. Burke's ability to lead his squadron in spectacular dashes at high speeds earned him the nickname, "31-Knot Burke."

"The nation has lost a true hero," said Secretary of the Navy John H. Dalton. "Arleigh Burke was a patriot in the most classic tradition. He will be remembered as the very embodiment of honor, courage and commitment," Dalton said.

Chief of Naval Operations ADM Mike Boorda said, "ADM Arleigh Burke defined what it means to be a naval officer; relentless in combat, resourceful in command and revered by his crews. He was a Sailor's Sailor. The entire Navy grieves as it remembers '31-Knot' Burke."

The Navy recently named an entire class of destroyers, the most modern and capable destroyers ever built, after the naval hero. During the commissioning of USS

Arleigh Burke (DDG 51) in 1991, Burke issued a characteristic challenge to the ship's crew. "This ship is built to fight," he said. "You'd better know how."

Burke once described his approach to life as, "... an old-time philosophy — a philosophy of realism. You



Photo by PH2 Thomas Wilham

▲ The guided-missile destroyer *USS Arleigh Burke* (DDG 51) was commissioned July 4, 1991, at Town Point Park, Norfolk.

must always ask yourself the question, 'What is important in life?' ... I think I did my best and even tried to do a little more. But I don't think it's very important that I be remembered ... the ideas I stood for should be remembered.

"Life has been good to me. I didn't die in the war. I did most everything I wanted to do, and some things I didn't want to do. I had a job I liked and a woman I loved. Couldn't ask for more than that."

Burke was buried at the U.S. Naval Academy under a black granite monument that has four stars, an etching of *USS Arleigh Burke* (DDG 51) and "Admiral Arleigh A. Burke, Sailor."

He is survived by the former Roberta "Bobbie" Gorsuch, his wife of more than 72 years. †

Final exam: Trainers train fit fighters

Story and photos by JO1 Ray Mooney

Missiles inbound! Missiles inbound! All hands brace for shock!," bellowed the nervous seaman recruit over the ship's 1MC intercom system. He and his shipmates knew all too well that a direct hit could sink the ship.

"Fire! Fire! Fire in the main machinery room. General Quarters! General Quarters!" It had all come down to this. Would the ship and its crew be ready for combat? Not only would this be a battle against an enemy, but a battle to keep the ship afloat.

Suppose there really was a missile inbound. What would you do? If you completed the final, most demanding day of ship survivability training exercises aboard USS *Vincennes* (CG 49), you'd know what to do.

On the last day of the exercise, known as the Final Exercise Problem (FEP), instructors from *Aegis* Training Support Group Pacific (ATSG) and Afloat Training Group Pacific (ATG) came on board the guided-missile cruiser with a mission: train the ship to train itself.

"That's what we're out here for," said Fire Controlman 1st Class (SW) Stephen C. Routh of Oceanside, Calif., one of 10 ATSG instructors. "Training is the only way they're going to get better."

➤ GMM3 Leonard Newsom, of Riverdale, Calif., handles an M-242 automatic gun. His phone talker, GMM3 Damon Burchell, from Spokane, Wash., is in the background.

➤ The combat systems officer of the watch, FC1 Stuart Gresham receives and reports a combat systems casualty in the combat systems maintenance control center. General quarters has been sounded.





◀ LT Steve D. Filley, from El Paso, Texas, the damage control assistant (on phone) aboard USS *Vincennes* (CG 49) plots and plans the care of the ship's battle damage during a combat scenario. He is surrounded by phone talkers communicating with repair lockers and battle dressing stations throughout the ship.

▼ Adding realism to the exercise, FN Eric D. Greentree, from Philadelphia, simulates an amputation injury.

"Before, ATSG and ATG would come on board and be both the inspectors and the graders," said Electronics Warfare Technician 1st Class Michael W. Hinton, who works in combat systems aboard USS *Vincennes*. "Now we can conduct drills with our own training team." It is then their responsibility to make sure the next generation of *Vincennes* Sailors are trained.

"If the experienced people train the new ones coming in," said Hinton, "then they should be able to step right in and take over."

Teamwork was required at every stage of the training process. The FEP aboard USS



Vincennes was a true test of the crew's grit.

"They tried to make the FEP one of the worst scenarios a ship could encounter," said Damage Controlman 2nd Class Glen A. Stone, a Lake Arrowhead, Calif., resident. "If we couldn't handle this [in a real-life situation], the ship could go down."

The final command was given over the 1MC and echoed throughout the ship – "*Secure from general quarters.*"

Armed with all the knowledge that comes from intense training, Sailors aboard USS *Vincennes* are confident that should a threat be made to the ship, they'll be ready. ‡

That's what ATSG did for six months aboard USS *Vincennes*. Whenever the ship was under way, ATSG instructors went with them. They made sure the ship's own training team learned how to prepare and conduct challenging drill scenarios during general quarters (GQ) — a change from past ATSG exercises.

"Under the old system, ATSG would come on board and grade just the senior Sailors, while the junior people were at GQ," said Signalman 1st Class (SW) Richard McNabb of Vernon, Texas. "Now, the senior crew members become the trainers for the ship." The ship's training team learns not only how to critique a GQ drill, but how to put together a scenario that affects every aspect of the ship.

Mooney is a San Diego-based staff writer for *All Hands*.

Emergency response

Navy team scores big in EMT competition

Story by JO3 Jeremy Allen
and photos by PH3 Sam Dallal

Roaring flames engulf the top floors of a high-rise. People rush to the streets for safety. Sirens wail as fire trucks and ambulances arrive on the scene. Someone in the crowd yells, "There's a man in a wheelchair stuck on the 14th floor."

Without hesitation two fire fighters don breathing apparatus and run up 14 flights of stairs. Almost instinctively, they find the frightened man and carry him down to safety.

Scenes like this are played out all too often for Boatswain's Mate 1st Class Karl Terwilliger and Cryptologic Technician (Administrative) Seaman Vera Calpeno, both volunteers at the Laurel Volunteer Fire and Rescue Station in Laurel, Md.

Terwilliger, of Killeen, Texas, and Calpeno, from Staunton, Va., formed the Laurel Volunteer Navy Team and put their emergency medical technician (EMT) skills to work. They placed fourth in the EMT competition and seventh in the first responder competition at the 1995 International Rescue and Emergency Care Association (IRECA) competition in Nashville, Tenn. "This is the first time the Navy has been represented since 1948," Terwilliger said.

"IRECA is an organization consisting of people from various businesses, rescue squads and fire departments throughout the world. Their goal is to inform emergency medical services and fire and rescue services about any changes, techniques, equipment, protocols or anything that lets us do our jobs better," said Calpeno.

The two Navy EMTs started practicing six weeks before the competition. "You want as much practice as possible so you can think as one person, rather than two," said Terwilliger. They practiced for three hours a day, three days a week. Fellow EMT and co-volunteer, Michael K. Carlson said, "They put a lot of heart and soul into preparing for the competition."

The week-long event was broken up into two competitions. The first competition had two parts for the 31 two-person teams, Terwilliger explained. The first part was a grueling 100-question written test. "Even some of the paramedics couldn't answer all of

the test questions," he said.

Then they faced three emergency scenarios. Each one was confined to a 10 foot by 10 foot square. "We had 20 minutes to work a problem that required critical skills and actions based on a point system. During each problem we had to tell the judges our every move," explained Calpeno.

The first responder competition came next, with 24 four-person teams trying for the top position. "Our job as a first responder was to stabilize victims and prevent further injury until advanced medical help arrived. It was an extremely intense week of scenarios and tests," Calpeno said.

Their hard work and skill paid off. "For a first-time team to place fourth in this competition is impressive," said John P. Harding, assistant chief of the Laurel Fire and Rescue Station. Terwilliger and Calpeno earned top honors for having the highest score among all first-time competitors. "We second-guessed ourselves and didn't know how we did until it was over," Terwilliger said.

Winning these awards was an honor for Terwilliger, a 10-year veteran stationed at the Ceremonial Guard at Naval Station Anacostia, Washington, D.C., and his partner, Calpeno who's assigned to Naval Support Group Activity, Fort Meade, Md.

"They are driven by sincerity and concern for their





▲ Every Sunday night, Karl Terwilliger and Vera Calpeno stand by for any emergency in Laurel, Md.

► CTASN Vera Calpeno, (right) gives oxygen to a patient as BM1 Karl Terwilliger starts chest compressions in a CPR training class at the Laurel Fire and Rescue Station.

community," Harding said. They both work hard at helping the community and hold down part-time jobs, above and beyond their Navy jobs.

But after another long day on the job, whether on base, at the rescue station, or in a grueling competition, Terwilliger says he does it because its good to be able to "go home each night and feel good about yourself, knowing you have saved a life." †

Allen is a staff writer and Dallal is a photographer assigned to All Hands.



Bearings

Canadian Make-A-Wish children tour *Connie*

During a recent port visit to Vancouver, British Columbia, USS *Constellation* (CV 64) brightened the lives of six terminally ill children by inviting them and their families aboard for an extensive tour and a ride into Vancouver harbor.

The children were sponsored by the Make-A-Wish Foundation, an international organization that assists families in fulfilling their child's wishes.

The youngsters came aboard on an CH-46 *Sea Knight* helicopter and rode one of *Connie's* four massive aircraft elevators down four stories to the hangar deck, where they were welcomed with coloring books presented by *Connie's* clown patrol. The clown patrol is a group of Sailors who perform for children during *Connie's* port visits.

The carrier's first class petty officer's mess sponsored the event by providing the children with the ship's ball caps, patches and photos of the air wing.

The children talked with fighter pilots in the hangar bay and sat in the cockpit of an F-14D *Tomcat*. The Marine Corps detachment's display of battle gear fascinated the youngsters and the ship's fire-fighting team helped dress the children in fire-fighting equipment.

The children toured the bridge, combat direction center, signal bridge and the main deck. After lunch in the galley, they dressed in flight deck gear and went to the flight deck to watch flight operations.

Engineman 1st Class (SW) Laforme Clugston, *Connie's* Make-A-Wish coordinator, said a 16-year-



old Make-A-Wish child launched an F/A-18 *Hornet* with the help of the catapult officer.

"He went through the signals with the catapult officer standing behind him," Clugston said. "He gave the salute, touched the deck and launched the aircraft."

Clugston said parents were grateful for *Connie's* involvement in Make-A-Wish because coming out to the ship lifted their children's spirits.

"After the tour, one of the grandparents came up to me and said he was impressed with the professional and courteous attitudes of the crew," said Clugston.

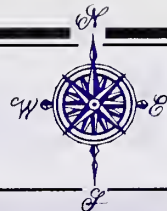
Clugston explained Make-A-Wish fulfills the dreams of these children. He came up with the idea

DC1 James Riesen, USS *Constellation's* leading damage control petty officer, adjusts the chin strap on Evan Fritz's fire helmet. Fritz was one of six Make-A-Wish youngsters who visited the carrier.

for hosting Make-A-Wish during the 1994 Family Day cruise when he saw the look in his own children's eyes as they toured *Connie*.

"I saw we had something great here," Clugston said. "It was a once-in-a-lifetime chance for most people. I thought it would be a perfect opportunity for Make-A-Wish to make a few kid's dreams come true." †

Story by AN Harry T. Golden assigned to the public affairs office, USS *Constellation* (CV 64).



USS *Columbia* crew visits White House

Recently, the crew of the *Los Angeles*-class submarine USS *Columbia* (SSN 771) and their families were guests of first lady Hillary Rodham Clinton at the White House.

The crew visited the nation's capitol for a White House ceremony and dinner, where the first lady, who is the sponsor of the sub, and Secretary of the Navy John Dalton praised the crew on their efforts in readying themselves for the fleet.

It was an experience many of the submariners won't forget. "This is an exciting day for me," said Mess Management Specialist Seaman Michael A. Johnson of Louisa, Va. "I never thought I'd be in the White House. I'm proud to be a member of *Columbia*."

"This is your house – the people of the United States – the country



Photo by Susan Farmer

MMCM(SS) Robert E. Neill, chief of the boat, from Birmingham, Ala., (left) and CDR Dale R. Govan, commanding officer of USS *Columbia* (SSN 771), a native of San Diego, present a plank owner's certificate to Hillary Rodham Clinton at a White House ceremony and dinner hosted by the First Lady.

you have sworn to defend," said the first lady welcoming the crew to the White House. "The people's house stands behind you as you go about your duties. You have dedicated your lives so unselfishly," she said.

"Meeting the first lady and visiting D.C. is something I never

dreamed of anyway, anyhow," said Sonar Technician (Submarine) 1st Class Jeffrey J. Bodensieck, of Port Jervis, N.Y. "I may not ever have an opportunity to do this again." ⚓

Story by JO1(AW) Michael R. Hart assigned to *All Hands*.

USS *Saipan* Sailor gives "Ouija Board" new twist

When asked to repair USS *Saipan*'s (LHA 2) aircraft spotting board, Draftsman 1st Class (AW) Bruce Beecher knew he had his work cut out for him.

The aircraft spotting board, commonly known as the "Ouija Board," is a model of the ship's flight deck with scaled cutouts of airplanes and helicopters. It's used

to track the movements of all aircraft on *Saipan*.

"I took a look and decided it needed to be totally redone," said Beecher. Since an accurate reproduction of the flight deck is critical, Beecher traced the old board's markings and matched color codes.

After roughing and priming the aluminum panels, Beecher began reproducing the flight deck in small scale. "I made a cut-out of the flight deck from poster board and used it as a template," he said. Beecher took a different ap-

proach to what would normally be a plain piece of equipment.

"I decided to give the painting a three-dimensional look by using shadows," said the 18-year Navy veteran.

For the Ouija Board, he added a dolphin, a sea gull in flight, a whale and submarine.

Beecher said he takes pride knowing he's created something that's different but useful. "As an illustrator-draftsman, you only see a few jobs come your way that are as much fun as this and that you get to sign your name on," he said.

⚓

L11 Joe Leach, LISN Kelly Weaver and DM1(AW) Bruce Beecher hold up *Saipan*'s new Ouija Board for flight deck control.

Story by JO1 Ron Poole, photo by PH1 Ernie Nordquist, both assigned to USS *Saipan* (LHA 2).



Photo by PH1 Ernie Nordquist

Bearings

Kitty Hawk crew helps friends in need

Until recently, Lexi and Ricardo were a brother and sister living in Acapulco, Mexico, with a roof over their heads — but that was all. The two youngsters lived with their four brothers and sisters on a dirt lot under a tar paper platform that was little more than a lean-to. The six siblings slept on one rotting mattress that was lying in the mud, and whenever it rained, the children got soaked.

Just as their prospects were getting dimmer, a concerned Mexican citizen and several American Sailors helped out. Ricardo Irvine and the U.S. Defense Attache's Office coordinated a ship's visit to the country, which brought USS *Kitty Hawk* (CV 63) to a port call in Acapulco, Mexico.

Kitty Hawk Sailors loaded dozens of sheets of plywood, two-by-four boards and supplies in San Diego and headed south of the border. A day after their arrival, about 200 Sailors tackled a number of community projects.

The volunteers renovated a Salvation Army orphanage and built two homes. Sailors painted, did electrical work, landscaped, and finished general cleanup.

There were dozens of boxes of Project *Handclasp* materials including food, clothing, books and hygiene products donated to needy families. The carrier's crew also delivered a much-needed ambulance to the city. The emergency vehicle was a gift from Acapulco's sister city of Beverly Hills, Calif., but there was no way to transport it until *Kitty Hawk* stepped in.

The house-building project was, by far, the most satisfying. "It generated a lot of interest among



the Sailors," said Chaplain (CDR) Gene Theriot. "We were able to build two houses, including beds, electrical wiring and an outhouse, which is something they didn't have," said Theriot. "Having Sailors in the village created quite a bit of interest. Not a lot of people knew we were coming."

"The amount of work completed in one day was something these folks are not used to seeing," said the chaplain. "They build houses when they are able to get the materials. It might take months to finish them, so they weren't used [to a building going up in that length of time]."

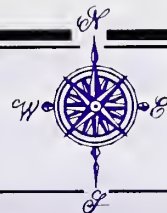
"Now there is hope," said Theriot. "There is hope [Lexi and Ricardo] can begin to live in a different way." †

Story by JOC Brent Johnson, photos by PHAN John Collins, both assigned to the public affairs office, USS *Kitty Hawk* (CV 63).



▲ HMCS Jackie Dirosa paints a bannister during renovations to a Salvation Army orphanage in Acapulco, Mexico.

▲▲ Hundreds of USS *Kitty Hawk* (CV 63) Sailors gave up a day on the beach to build houses, renovate an orphanage or deliver Project *Handclasp* materials to needy families in Acapulco, Mexico. The carrier spent four days visiting the port city.



Chesapeake Sailor wins art awards

Quartermaster 1st Class (SW) John P. Shea of the guided-missile frigate USS *Estocin* (FFG 15) was recently recognized by the Chamber of Commerce, Hampton Roads, Va., for his outstanding achievements in art at the 17th Annual Salute to the Military and Artists in the Military Awards ceremony held in Norfolk.

Shea received awards in the Best in Show category for his pastel painting entitled, "While We Wait" and in the Best Mixed Media category for his painting called "Mind Crime III."

"The freedom to express myself without restraint is what I enjoy most about painting," said Shea, who has been perfecting his craft since he was nine years old.

"It's impressive to say the least," said LT Jeffrey P. Cole, Shea's department head. "I think he may be in the wrong business."

With five years of studying art at Virginia Commonwealth University, Richmond, Va., and a semester at Old Dominion University, Norfolk, Shea has already shown several pieces in Richmond galleries and sold numerous works to collectors along the East Coast. †

Story by ENS Brad Fagan, photo by LT Jeffrey P. Cole, both are assigned to USS Estocin (FFG 15).



Photo by LT Jeffrey P. Cole

QM1(SW) John P. Shea of USS *Estocin* (FFG 15) stands beside the paintings that earned him recognition for Best in Show and Best in Mixed Media at the 17th Annual Salute to the Military and Artists in the Military Awards sponsored by the Chamber of Commerce, Hampton Roads, Va.

Volunteers add color to Ingleside, show community spirit

Whoever said, "Let's paint the town," was probably one of the 94 volunteers participating in Operation *Paint Day* in Ingleside, Texas.



Photo by SR Bethany A. Monk

Six houses owned by elderly or handicapped residents were touched up and repainted by local volunteers, including more than 24 Navy personnel.

Paint supplies were donated by local businesses. "We painted as many houses as we had volunteers," said Care Quintanilla, a member of the Ingleside Beautification Committee.

Volunteer Cherie Anhorn said she heard of Operation *Paint Day* from her husband, LT Walter Anhorn, of Seneca Falls, N.Y. "I think the turnout for Paint Day was great," Anhorn said.

For 7-year-old Daniel Elola, and IC3(SW) Dennis Elola and his 7-year-old son, Daniel, enjoy one-on-one time together as they paint a house during Ingleside's Operation *Paint Day*.

his father, Interior Communications Technician 3rd Class (SW) Dennis Elola, of Corpus Christi, Texas, Operation *Paint Day* was not just a volunteer activity but quality family time, too.

"I painted the front of the house. My dad just taught me how to paint today," Daniel said.

"It's an excellent way to come out and enjoy a father-and-son time together, while helping out the community," said Elola.

Chief Personnelman Max Hodge, a Tempe, Ariz., native, said volunteering is the best way to spend his spare time. "It shows the spirit of the community when people volunteer," said Hodge. †

Story and photo by SR Bethany A. Monk, assigned to the public affairs office, Naval Station Ingleside, Texas.

Around The Fleet...

SPRINTs ...

The Bureau of Navy Medicine. To combat post-traumatic stress syndrome, the Navy developed Special Psychiatric Rapid Intervention Teams, or SPRINTs, that can be requested to provide rapid, short-term counseling to Navy and Marine Corps members who experience a traumatic event such as a

terrorist bombing. Naval Hospital Bremerton, Wash., and Naval Medical Centers, Portsmouth, Va., Bethesda, Md., and San Diego each have a team. SPRINTs are made up of Navy psychologists, psychiatrists, social workers, chaplains, nurses and hospital corpsmen who work together to provide crisis assistance to Navy and Marine Corps units. †

Joint training ...

Indigo Desert '95. A joint forces training exercise recently combined the forces of the U.S. Navy, Marine Corps, Air Force, and Special Operations Command with the defense forces of the nation of Qatar (on the southern coast of the Arabian Gulf), to demonstrate the ability of U.S. forces to secure a friendly nation's port in danger of attack.



Exercise units included Commander, Destroyer Squadron 50; Commander, Maritime Prepositioning Ships Squadron 2; USS *Harry W. Hill* (DD 986); USS *Gary* (FFG 51); USS *Tempest* (PC 2); USS *Cyclone* (PC 1); Mobile Inshore Undersea Warfare Unit (MIUWU 105); M/V *Louis J. Hauge Jr.*; tactical security teams of the U.S. Marine Corps Force Service Support Group; and multiple units of the Qatari navy and coast guard.

MIUWU 105 personnel deployed to Qatar from nearby Bahrain aboard USNS *Kilauea* (T-AE 26), and by air aboard CH-53 helicopters, into the port of Um Said. †

On the deck...

USS *Guam's* (LPH 9), quarter-deck has been transformed into a showplace, thanks to the craftsmanship of Boatswain's Mate 1st Class (SW) Randy W. Suhr, of New Boston, Mo. Using skills he honed for nine years, Suhr fashioned an anchor, a helm, four Turk's head knots and a rope chain to, "make the quarterdeck a showplace and show pride in the boatswain's mate rate," said Suhr.

"The anchor took about eight hours to complete and the helm took another four or five," Suhr explained.



He said some knots are frustrating, but the challenges are worth their rewards. Suhr would like to pass the torch to someone else by teaching what he calls, "the lost art of knot tying." Suhr remarked, "If somebody wants to learn to tie knots, I'll take the time to show them." †

Green light ...

NAS Pensacola, Fla., Training Air Wing (TRAWING) 6, set up a traffic signal in the passageway outside the wing's administration department and now the signal blinks at passers-by all day long. The large yellow signal is a constant reminder of the Navy's standards of behavior and a graphic demonstration of their importance to the command.

The light is the brainchild of LCDR Kathy Campbell, TRAWING 6's administrative officer. The Clarksville, Tenn., native saw the potential of the dilapidated traffic signal in a junk store window and bought it for the command.

AMH1 Jeffery A. Moritz of



Barberton, Ohio; AMH2 David G. Moore of Cumberland, Wis.; and AK2 Gary Walker of Okeechobee, Fla.; made the light display-worthy. They scraped, drilled, painted, wired and rewired the light, and turned the old relic into a presentable

display that flashes colored lights in random order from morning until close of business.

To help explain the display, there is a paragraph about each behavior zone engraved in colored plaques accompanying the light. The traffic light behavior rating system is fully explained in the Navy's pamphlet, *Resolving Conflict...Following the Light of Personal Behavior* (NAVPERS 15620).

"The idea behind it (the traffic light) is that the Navy has annual (sexual harassment awareness) training, but that's not the only time to focus on it. It's supposed to be an every day, day-in and day-out focus," explained Campbell. †

Community ...

Project Handclasp. When the crew of USS *Constellation* (CV 64) dropped anchor in Mazatlan, Sinaloa, Mexico, they immediately went to work preparing a vertical replenishment (VERTREP) for *Project Handclasp*. The VERTREP provided the Mazatlan Red Cross with urgently needed medical supplies and educational books for distribution to needy communities.

For several hours, helos from Navy Helicopter Anti-submarine Warfare Squadron

2 and Navy Helicopter Combat Support Squadron 11 flew from "Connie" to the pier to drop off more than 65,000 pounds of materials.

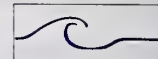
According to Chaplain (CDR) Michael A. Diaz, the project's coordinator and *Constellation's* command chaplain, donations came from individuals, religious organizations and industry. "... They came from the people of the United States. [USS *Constellation*] is only the trucker who delivers the supplies," said Diaz.

Supplies donated by *Project*



Handclasp will benefit hospitals in Mazatlan and provide aid to outlying regions. †

Shipmates



Yeoman 2nd Class Jacqueline D. Jacobs received the Navy Achievement Medal for initiating and implementing the Navy Communication Gate-guard System at Naval Air Station Joint Reserve Base, New Orleans, where she serves as leading petty officer in the administration department. The St. Clair Shores, Mich., native is working on her enlisted aviation warfare specialist qualification.



Intelligence Specialist 3rd Class Robert A. Silaghi was selected as Commander, United States Naval Forces Central Command Bluejacket of the Quarter for 4th Quarter 1995. The South Bend, Ind., native is a staff military analyst in support of Operations *Southern Watch* and *Vigilant Sentinel*. Silaghi developed data bases that analyze Iranian and Iraqi naval tactics and operations.



LT Joe Hart received the Association of Naval Aviation's Junior Officer of the Year Award for Whidbey Island Naval Air Station, Wash., for his leadership as a mission and aircraft commander. Hart logged more than 2,000 hours of international flight time while attached to Fleet Air Reconnaissance Squadron 1. The Iowa City, Iowa, native is an instructor pilot and functional check pilot.



Gunner's Mate (Guns) 1st Class Robert P. Trammell was named *USS Rainier* (AOE 7) Senior Sailor of the Year for 1995. A native of Steele, Miss., Trammell led an eight-person tiger team that repaired *Rainier's* ammunition storage sprinkler system. This saved the Navy \$30,000 and paved the way for the ship's certification to handle ammunition.



Dental Technician 3rd Class Chad J. Renick was named Junior Sailor of the Quarter, 4th Quarter 1995, at Naval Dental Center, Great Lakes, Ill. Renick, a Darlington, Ind., native, was recognized for serving as supply petty officer for the Branch Dental Center, where he managed a \$45,000 budget, and successfully monitored the procurement of \$50,000 in physical plant upgrades.

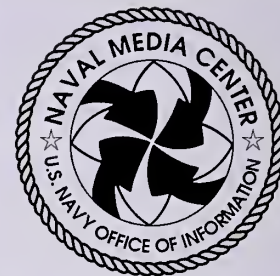
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Don't rock the boat

Midshipmen slice through the chilly waters of the Severn River during the annual International Nautical Competition recently held at the U.S. Naval Academy, Annapolis, Md.



NAME: QM2 Joseph K. Barthelmess

ASSIGNED TO: Fleet Composite Squadron 6, Detachment Little Creek, Va.

HOMETOWN: Atlanta

JOB DESCRIPTION: Assistant Navigator, Drone Launch and Recovery Retriever. "To ensure safe navigation of the boat to wherever the (drone) is going to land."

PLACES VISITED WHILE IN THE NAVY: Egypt, Spain and Italy.

BEST PART OF THE JOB: "Navigation is fun, especially when you're on a bigger ship taking fixes and making sure you're in the channel. Just the stress of the job is real fun. It gets the adrenaline pumping."



ALL HANDS

GAZINE OF THE U.S. NAVY

Focus on
Families
APRIL 1996

7.05

416

Any day in the Navy 1996

May 9, 1996, is just like any other Navy day. That's why it is so important to us.

We are asking our readers to record the events and the people on their ships and installations that day. *All Hands* will use these images to tell the Navy's story in our October 1996 edition.

We want photographs that capture the faces of Sailors, Marines, Navy civilians and their families. We're looking for imagination and creativity. Your subject might be something you see every day but says something special about your people or your command. Or, you might get a shot of something unusual, a once-in-a-lifetime photo opportunity. Our only rules are that the subjects in the photographs reflect the diversity of the Navy and there are no safety or uniform violations.

Use different lenses — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles and don't be afraid to bend your knees or find a higher viewpoint. Experiment with silhouettes and time-exposures. Shoot color or black and white. Whatever you shoot, remember it's the people, not the hardware, who make the Navy what it is.

Photos must be shot during the 24-hour period of May 9. Submit processed and mounted color slides. Or, send us quality black and white or color prints, either 5x7 or 8x10.

Submissions must include full credit and outline information: full name, rank, duty station and phone number of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photos; and where the photos were taken. This year we'd like to do something different: record the time that you took the photo and include that in your outline. Captions must be attached individually to each photo or each slide. Photos must be processed and received (not post-marked) at *All Hands* by June 7, 1996. Photos cannot be returned.

Our mailing address is:

Naval Media Center, Publishing Division
ATTN: *All Hands*, PH1 D. Anglin
Naval Station Anacostia, Bldg. 168
2701 S. Capitol St. S.W.
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Address questions to PH1 Dolores Anglin at DSN 288-4209 or (202) 433-4209.

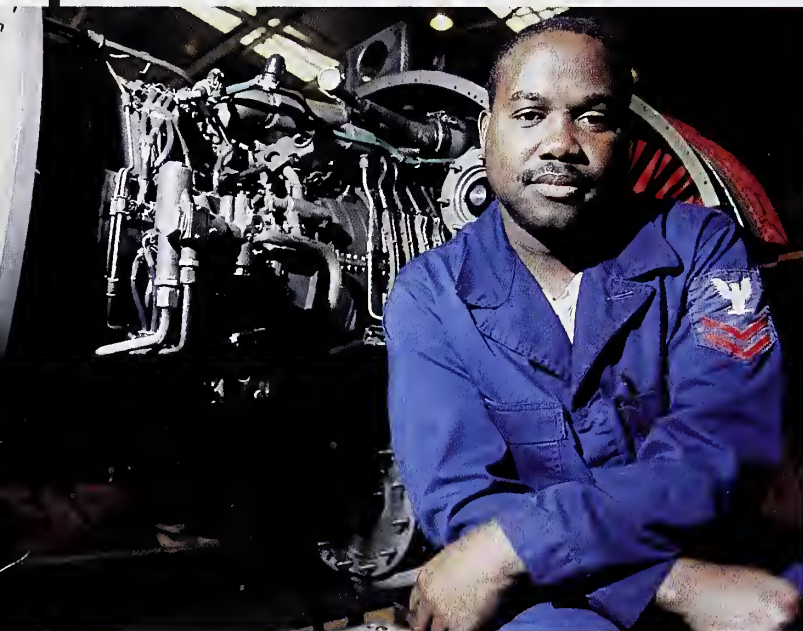


Photo by PH2(AW) James M. Williams

Photocopy this form and attach a completed copy to each photo you submit.

Photographer:

Full name: _____

Rank: _____

Duty station (including mailing address and phone number): _____

Photograph:

Time photograph was shot: _____

Caption (what the photo depicts): _____

People in the photo (include first and last names, ranks/ratings, warfare designators and hometowns): _____

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April 1996, Number 948

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Charthouse

advancement

■ Changes in the calculation of award points in the Final Multiple Score (FMS) will become effective September 1996. According to NAVADMIN 024/96, beginning with Cycle 152 E-4/5/6 advancement exams, Sailors will no longer receive extra points toward advancement for two types of sea duty:

➤ Nonrotated Sea Duty (Sea/Shore Type 4) which is duty in ships and deployable squadrons homeported overseas, or duty at overseas shore activities and embarked staffs which require Sailors to operate away from their home ports in excess of 150 days per year; and

➤ Double Sea Duty (Sea/Shore Type 8) where missions are considered exceptionally arduous and require Sailors to operate away from their home port or base in excess of 150 days per year, such as Operation *Deep Freeze*.



U.S. Navy photo

Also effective September 1996, Arabian Gulf minesweeper duty and multiple enlisted warfare specialties will no longer earn Sailors additional award points toward advancement.

These changes are intended to help level the playing field for all Sailors and to put a greater emphasis on an individual's performance in the advancement process.

Award points were offered to Sailors on Type 4 and Type 8 duty as an incentive to fill those critical billets. BUPERS determined it worked against

current efforts to make the advancement process more fair for all Sailors, and did not provide sufficient incentive to justify the inequity.

The same is true of the decision to stop awarding additional points to Sailors who earn multiple warfare designations because many Sailors are not assigned to ships where obtaining a second warfare specialty is possible. The maximum award for enlisted warfare designation is now two points.

Advancement award points were eliminated for minesweeper double tour/patrol boats in the Arabian Gulf because these billets no longer exist. ‡

reservations

■ Western Pacific commands recently became part of the Bachelor Quarters Central Reservation System (BQCRS). BQCRS is already operating successfully throughout most of CONUS and the Caribbean.

All Navy military and many civilian personnel on official temporary duty travel funded by appropriated funds (civilians represented by labor unions may be excluded), are required to make lodging reservations through BQCRS at the same time they arrange their transportation to the Western Pacific.

Commands affected by this latest change include Naval Air Station Barbers Point and PACMISANFAC Barking Sands, Hawaii; Naval Station Pearl Harbor; Naval Submarine Base Pearl Harbor; Naval Station Guam; NCTAMS Guam; NAFs Atsugi, Kadena and Misawa, Japan; COMFLEACTs Sasebo and Yokosuka, Japan; and COMFLEACT Chinhae, South Korea.

Make reservations through SATO Travel. Travelers using privately owned vehicles or those requiring lodging reservations may use SATO's toll-free number to make reservations, 1-800-576-9327.

The only activities in CONUS not covered by BQCRS are Naval Submarine Base, New London, Conn.; and Naval Education and Training Center, Newport, R.I. Both areas are expected to be on line by early summer.

Additional information is available in NAVADMIN 015/95 or from LT David Donnelly at DSN 224-2924 or (703) 614-2924.



U.S. Navy photo



TRICARE

■ The TRICARE family member dental plan is more flexible for service members returning from overseas assignments.

Returning service members with 12 months remaining on active-duty tours may now enroll their families in the dental plan. Previously, service members needed 24 months remaining before they could enroll family members.

CHAMPUS officials said sponsors must meet the following conditions:

- Sponsors must be returning from an overseas area where the dental plan is unavailable.

- Enrolling family members must have lived with sponsors at the overseas location.

- Sponsors must have at least 12 months left on their active duty service commitments.

- Sponsors must complete enrollment election within 30 days of reporting to their new duty stations.

Service members should enroll their family members in the dental plan at least 30 days before leaving the overseas duty station. This will provide earlier access to dental care. Coverage is effective the month after service members complete enrollment. ‡

See Page 14 for more TRICARE information

voting

■ The Federal Voting Assistance Program encourages service members and DOD employees worldwide to vote.

Understanding the issues back home can be a problem for those stationed far from home. To alleviate this, program officials have set up a phone system so service members can get information on local elections.

These numbers connect you with Federal Voting Assistance Program staff, who will help you obtain information you need for federal and state elections.

Dial numbers exactly as listed with no international prefix or code attached. There is no charge for the call.

| | |
|----------------|------------------|
| United States | (800) 438-8683 |
| Bahrain | 800-621 |
| Belgium | 078-111-455 |
| Canada | 800-995-0920 |
| Germany | 013-081-9277 |
| Greece | 008-001-22-586 |
| Hong Kong | 800-6984 |
| Israel | 177-102-4012 |
| Italy | 1-678-72-444 |
| Japan | 0031-11-2429 |
| New Zealand | 0-800-44-0799 |
| Portugal | 0501-8-13-035 |
| Singapore | 800-1300-210 |
| South Korea | 0078-14-800-0203 |
| Spain | 900-93-1108 |
| United Kingdom | 0-800-895-7403 |

Source: American Forces Information Service

housing

■ Sailors assigned to independent duty away from a Navy base, but close to another military installation now have better access to base housing.

Calling the need for acceptable housing a "basic and continuous" family requirement, DOD established a policy that the closest base, by commuting travel time from an independent duty site, will be the family housing provider.

Under previous guidelines, Sailors were placed in Priority 3 for assignment to other services' family housing. Essential personnel received Priority 1 status and personnel assigned to the installation or to other installations served by the housing complex were classified Priority 2.

See NAVADMIN 018/96, DODINST 4165.63-M, or call LT Anderson at BUPERS, DSN 224-2810 or (703) 614-2810, for more information. ‡



U.S. Navy photo

Charthouse

enlisted update...

■ A recent NAVADMIN released to the fleet summarizes some of the major personnel issues the Navy will address in 1996:

– **Advancement exams.** Results of the March and September advancement exams will be released by June 1 and Dec. 1, 1996, respectively.

– **Sea/shore rotation.** NAVADMIN 179/95 announced new sea/shore tour-length revisions beginning in June 96. That means, if your projected rotation date (PRD) is June or later, you should check to see if your PRD will change. For those of you who have a PRD through May 96, there is no change to your current PRD. The new sea/shore rotation plan will be implemented in phases, similar to what was done in the past. New PRDs should automatically be reflected on the latest and/or upcoming issue of your unit's enlisted distribution verification report (EDVR).

– **Conversion opportunities.** Legalman (LN), Master-

at-Arms (MA) and Navy Counselor (NC) have advancement opportunities that are higher than the Navywide average. If you are interested in converting to any of these ratings, call the NC/MA/LN enlisted community manager at DSN 227-1742 or (703) 697-1742 or the BUPERS conversion desk at DSN 223-1330 or (703) 693-1330.

– **Pay.** Senior enlisted members (E-7 and above) not on sea duty are now automatically authorized basic allowance for subsistence (BAS), regardless of dependency status. This change in entitlement is effective immediately but cannot be applied retroactively. Legal restrictions do not allow this entitlement to be extended to members on sea duty.

– **Suicide Prevention.** Increased training will make Sailors and the chain of command more aware of shipmates at risk. Quotas are available for courses conducted at all 11 of the CNET electronic school-house locations (Newport, R.I.; Norfolk and Dam Neck, Va.; Kings Bay, Ga.; Mayport, Fla.; Great Lakes, Ill.; Ingleside, Texas; San Diego and Treasure Island, Calif.; Bangor, Wash.; and Pearl Harbor). Contact (PERS 601) at DSN 224-5742 or (703) 614-5742. †

Name the Seal

We're all familiar with the Navy's SEALs, but no one knows the Navy's PRIME program Seal. That's because the program's mascot has gone nameless for six years and is desperately seeking an identity.

The PRIME Seal is a symbol of the U.S. Navy's world leadership in protecting the marine environment and the PRIME program manager is offering a bounty to the individual who names the seal. The winner will receive a "fabulous" prize.



Your Name _____

Address _____

City _____ State _____

Zip Code _____

Choice No. 1 _____

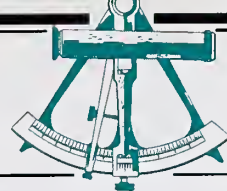
Choice No. 2 _____

Choice No. 3 _____

Mail, fax or E-mail your entry form to the address listed below by April 30, 1996.

Navy PRIME Program Manager
ATTN: Vickie Edgar, Code 0541.4
Navy Inventory Control Point
5450 Chalise Pike
P.O. Box 2020
Mechanicsburg, Pa. 17055-0789

Fax: (717) 790-3480
vickie-edgar@icpmech.navy.mil



Alcohol: it's not so glamorous anymore

Life can change in an instant — you're laughing and joking with friends at a party, the next thing you know you're at the morgue identifying a friend who's mangled beyond recognition. You later learn he was driving under the influence of alcohol.

Alcohol abuse just isn't cool these days — in the Navy or not. You are legally drunk if your blood alcohol level (BAL) exceeds .10 percent — or .08 percent in some states. A BAL of .10 percent means there's one drop of alcohol in your body for every 1,000 drops of blood. And an average-size adult can reach this level after only a few drinks.

Your BAL rises as fast as you can drink. But it drops at a constant, slow rate. It's controlled by the rate your liver detoxifies the alcohol you've swallowed. The liver oxidizes only enough alcohol to lower the BAL by .015 per hour.



Early warning signs of alcohol abuse

- * People with low self-esteem or with few friends
- * Underachievement
- * Changes in friends
- * Changes in behavior or mood fluctuations
- * Withdrawal from family and friends
- * Dramatic breaking of rules such as unauthorized absences

These signs are not all-inclusive nor do all need to be present before an alcohol problem exists.

The Bureau of Naval Personnel (BUPERS) kicks off an alcohol abuse prevention campaign called "The Right Spirit." The campaign emphasizes intervention and counseling when needed and educating Sailors on the consequences of abusing alcohol.

The campaign also focuses on:

- * Command responsibility — commands ensure education, policies and programs are available and alternatives to alcohol are provided at all command events.
- * Shipmate responsibility — You must be aware of the warning signs of alcohol abuse and take positive steps to help your shipmates stay on the right course. Don't be afraid to take away the car keys, suggest shipmates limit or stop their drinking or help a shipmate get help for alcohol problems.
- * Personal responsibility — Recognize the effects alcohol abuse can have on you, your family, friends and career. ‡

A conversation with the CNO ...

Interview by JO1(AW) Michael R. Hart

***I**t's hard to believe that Chief of Naval Operations ADM Mike Boorda has reached the midpoint of his tour as the Navy's senior officer. Since his appointment in 1994, Sailors have benefited from the new Seaman to Admiral program and restructuring of the enlisted evaluation system, among many other quality-of-life issues. All Hands recently spoke with ADM Boorda on a wide range of topics, including the goals he set at the beginning of his tour and what he wants to accomplish in the future.*

AH: You see many Sailors during your travels around the fleet. What's the best advice you've ever gotten from a Sailor?

CNO: "That's a very difficult question, because I've gotten good advice from many Sailors.

"The very best piece of advice hasn't come during my time as CNO. It came when I was Chief of Naval Personnel. Someone asked me why [he] couldn't do something that wasn't exactly in accordance with the instructions. I explained what the instruction was, and he replied, 'Wait a minute, my situation is different from everyone else's. I have this particular problem, and all people do is quote the instruction to me, Admiral.'

"I thought about that for a while and said that doesn't make any sense. Instructions and regulations are written for the average case. If all we are going to do is follow those criteria to the 'nth' degree every time, then we don't need decision makers anymore. We would only need computers.

"I don't want to be in a Navy like that. I want human beings to be treated as individuals. Most of the time the rules apply exactly. But sometimes there's something unusual, and they don't. That Sailor gave me some indirect advice about how I ought to conduct my business at the Bureau of Naval Personnel. I have not forgotten that as CNO. That was probably the best advice I've ever gotten."

AH: Many Sailors are excited and others are skeptical about homesteading. If it was bad for a Sailor's career in the past, how can it be good now? Why are we changing?



CNO: "I don't think homesteading is for everybody. There are people who come in the Navy who say, 'I really want to travel and see lots of different things.' They should have the opportunity to do that. Believe me, there's no shortage of opportunity.

"I think there are people who would reenlist for longer periods if they were guaranteed to stay in a certain area. It may only be specific numbers and specific areas. Chief of Naval Personnel VADM Skip Bowman is looking into that. I think we'll come up



Chief of Naval Operations ADM Mike Boorda often visits Sailors around the globe. Here, he addresses a group of Seabees in Bosnia.

“People are the most important part of our Navy. You can’t help them or make their lives better if you don’t know what’s on their minds. The only way to really know is to see them and talk to them.”

with a way of doing business that changes the way we do things now.

“How can it be good for people if it hasn’t been good in the past? That’s all in the eye of the beholder. We could have had a paradigm that said, ‘Moving around a lot is bad for you because you never get to know any one place very well, and therefore, let’s not promote those people who move around all the time.’ If we had, things would be quite different.

“What I want to do is change the paradigm – not to say that moving around is bad, but that staying in one place, as long as you progress in that place, is as good as moving around.

“Not everybody will want to do it, and everybody

shouldn’t. It’s merely a matter of telling promotion board members what you want them to consider. It’s a paradigm shift, but we’ll make it.”

AH: How will our smaller fleet affect our operations and personnel tempo?

CNO: “We are absolutely committed to the six-month deployment criteria. We also want to have people home at least twice as long as they were deployed before they have to go again. I would like it to be longer than that.

“When looking at our personnel tempo/operations tempo criteria and knowing the Navy has gone from nearly 600 ships to 368 today, you might ask, ‘How can we do that?’ The answer is you deploy fewer ships, and we are. Battle groups are smaller and carriers take fewer escorts with them.

“The same thing is true of amphibious ships and amphibious ready groups. We tailored our deployment schedules to meet a lower number of ships.

“We are carefully looking at every requirement to make sure we don’t try to do too much. We know for sure that when crises arise, as they happened in Haiti or Bosnia, and our Navy is asked to respond, we are going to respond.”

AH: You’ve advanced up a long ladder – from seaman apprentice in 1956 to a four-star admiral in 1992 and CNO in 1994. What skills do you think helped you the most and would be most beneficial to today’s Sailors to advance their careers?

ADM Mike Boorda (right) was the guest of honor at the Naval Air Forces, U.S. Pacific Fleet change of command and retirement ceremony for VADM Robert J. Spane on board USS Kitty Hawk (CV 63).



Photo by PH2 Felix Garza



CNO: "I paid attention to my chief and my leading petty officer. I was not a good listener when I came in the Navy, but I became one. In the beginning of my career I wasn't sure what I wanted. But after working for those Sailors for a while, I wanted to succeed. They were successful. They had something to teach me and I learned. The greatest skills anybody can have are keeping an open mind, a desire to succeed and the ability to select people who will give you good advice."

AH: Quality of life (QOL) is important for all Sailors. What quality-of-life issues have been most important to you throughout your career, and which ones are you working on for today's Sailor?

CNO: "My own personal quality-of-life issues are probably a little bit different from others. Anybody who has a handicapped child will identify with what I am about to say. Medical care has been my No. 1 QOL issue. Our first son, David, was born with multiple handicaps. Besides liking the Navy and having very good leaders, good medical care was one of the things that caused me to make a career decision to stay in."

"Housing is also really important. Navy housing is more on track now than it's ever been, but we need to do even better. Some good things have been done. If you go to Norfolk, Naples, Hawaii or San Diego, you'll find new housing going up. But we're fighting a losing battle. We build new housing, but the old housing is getting older at a faster rate because we've got so much of it. We really have to find a new way to work with the private sector to get better housing for our people."

"Pay is always a concern. I think there are very few people who come in the Navy — or stay in the Navy — who try to get rich. I can tell you after 40 years it

didn't work for me. But you don't want to sacrifice so much with low pay that you feel impoverished. We have to keep pay at a level that doesn't cause people to do that. I want Sailors to feel that while they may not become wealthy, they are adequately compensated to take care of their obligations."

"Quality of life is also related to your work environment. Gen. Carl Mundy [former commandant of the Marine Corps] once said in a meeting, 'I think the most important quality of life I can provide Marines is the ability to come back alive from a fight.' I identified with that. I thought if you put people in situations where their family's in a nice house, they've got good medical care, pay is all right, schools are good for the kids, MWR is OK, but if they have second-rate weapons and a second-rate chance to survive in a fight, you haven't really done much for them."

"We need to think about the quality of work life also. Are people truly being challenged, using their talents, being rewarded for great work and being helped when they're not doing great work? I think quality of work life is very important. It can't be forgotten."

AH: When did you realize the Navy would be your career?

CNO: "I've been staying in the Navy one more year forever. I enlisted the first time for three years. (You could do that then.) I shipped over a long time ago for six years, thinking that would be it. I made petty

"Navy housing is more on track now than it's ever been, but we need to do even better."



Photo by PH2 Wayne Edwards

ADM Boorda talks with the crew of USS *Anzio* (CG 68) during their deployment in the Arabian Gulf.

"We are building a new class of attack submarines, which will take us well into the next century. And we're going to buy the first one in 1998. I feel very good about that.

"I wanted us to finish the downsizing and increase promotion rates in a reasonable time without hurting people in the process. We're doing that. The downsizing of the Navy is essentially finished. We're making more chiefs and more petty officers.

"Our recruiting quality is staying very good. That was a goal. It's a goal that's been achieved, but it's a daily challenge for our recruiters.

"Very early in my tour, I set a goal for myself to revise the evaluation process. We've done that. Now I want to work with the Chief of Naval Personnel in revising the assignment process as well. I wanted to start the Seaman to Admiral program again, and we did. I want that to keep going. Those are goals that we accomplished, but there are some yet to be done.

"I think our officer career patterns need a tune-up.

Right now we have people trying to do too much in too little time. What I want to do is make it possible for people to do things well and succeed. In some cases that means doing very responsible jobs a little earlier in your career — like assuming command — so they proceed to captain or flag officer a little bit earlier.

"We also need to keep watch

on the TRICARE medical system to make sure it really is fulfilling its promise and it turns out as good as I think it can be. I'd like to hear people who are using TRICARE say, 'Wow, this is really great.' We need to make it available to everybody and make sure it works. That's really important.

"I want to leave the Navy big enough in 1998 so it can do its job, and modern enough so it can win when it fights." †

"... staying in one place, as long as you progress in that place, is as good as moving around."

officer 1st class and was pretty happy. It was when I first applied to the Seaman to Admiral program that I thought, 'If I don't make this, I think I'm still doing OK in the Navy. If I could be a chief I'd stay in.'

"It was around the five- or six-year point where I said, 'I'll stick for 20.' Then at 20 I thought I might try 21, then at 21, 22 and I'm still doing that. I've got two years to go and then I'm going to retire. I've done this all one year at a time."

AH: What are some of the goals you set for yourself at the beginning of your tour and what do you want to accomplish before your tour ends?

CNO: "During my time as CNO, I wanted to see the Navy build an airplane. Our aviators deserve the very best fighter planes that they can fly. I'm happy to say that we're doing that now with the F/A-18E/F Super Hornet.

"I wanted to be part of revitalizing the surface fleet, and we're doing that. We have ships capable of shooting *Tomahawk* missiles. We're getting more *Arleigh Burke*-class destroyers. Getting the shipbuilding plan back in business was a goal. We're not there, but we're proceeding nicely to get there.

Hart is a staff writer assigned to All Hands.



Earth Day '96

April 22, 1996

to the rescue

Story and photo by David Kashimba

Navy divers



Navy divers from Explosive Ordnance Disposal Mobile Unit 3, Det. San Francisco took on a different kind of underwater challenge at Naval Air Station Alameda, Calif. The divers, in cooperation with Marine Ecologist William Van Peters from Engineering Field Activity West, Naval Facilities Engineering Command, planted eel grass along a section of the naval station's shore line.

"Eel grass supplies a good habitat for a lot of small fish such as top smelt and herring," Van Peters said. "These small fish provide food for game fish and a variety of diving birds, like the California least tern."

The California least tern, the smallest member of the gull and tern family in North America, is on California's list of endangered species. NAS Alameda took a proactive role in protecting least terns that nest on the air station, making the station the site of the largest breeding colony of least terns in northern California.

Field Biologist Laura Collins, who has monitored the colony for

more than 15 years, welcomed EOD's planting effort. "Food has been really scarce this breeding season," Collins said. "We've lost a lot of chicks this year [because of] starvation. I'm not sure what's causing the food scarcity, but [the planting] should help next year's breeding season."

According to LT Glenn Allen, officer in charge, EOD MU3, "Van Peters gave us detailed planting instructions and special staples to hold the eel grass roots in place until the plants [are established]. We planted 500 plants and we'll be checking on their progress monthly until we're sure the plants are established," the Whiteford, Md., native said.

"This is a proactive attempt by NAS Alameda Sailors to improve the local marine ecosystem and environment," said Chief Hull Technician (EOD) Dan Gross, also assigned to EOD MU3. "It's a great opportunity to get out and learn about the environment and how we coexist."

Planting is a delicate operation. The grass thrives in shallow water areas. Eel grass is one of a few flowering plants that can grow in salt water. "If the grass takes, it will be a good food source for wildlife," said Gross, a native of Montesano, Wash.

"It was nice to help the base and improve the environment," said Boatswain's Mate 1st Class (EOD) Mo Dietz, assigned to EOD MU3. It shows the variety of work we can do besides diving," added the Cincinnati native.

"The divers did a great job," said Van Peters. "All we have to do now is wait to see if our efforts pay off." ‡

Kashimba is assigned to NAS Alameda, Calif., public affairs office.

EOD divers (from left) HTC(EOD) Dan Gross, EN2(EOD) Ed Karr of Fellsmere, Fla., and LT Glenn Allen prepare to plant eel grass along NAS Alameda's shore line. The eel grass provides an excellent habitat for small fish which provide food for larger fish and shore birds.



USS *Wasp* leads the pack

Story by JO1 Jonathan Annis, photos by JO2 John Whipple

While under way off the coast of Haiti in 1994, USS *Wasp* (LHD 1) made the commitment never to dump solid waste again. With 2,500 Sailors and Marines on board, few guidelines and no specialized processing equipment, it seemed to be a worthy but nearly impossible goal.

By federal law, all ships must meet rigorous standards for environmental protection of the seas by the year 2000. "We decided not to wait. We wanted to take the initiative and become the pathfinders for this program," said Chief Warrant Officer Lester Stevenson Jr., environmental systems division officer aboard *Wasp*.

Wasp operates in restricted

▼ Marine Pfc. Moses Williams, from Detroit, works a compacted plastic disk from a plastic processor. The machine melts and compacts discarded plastic shreds into a solid 2-cubic-foot disk. This process reduces the waste to approximately 10 percent of its original volume.



dumping areas for up to 40 days at a time. During 390 at-sea days, the ship generated more than 250 tons of food and paper waste, 18 tons of plastic waste and 900 drums of hazardous and medical waste.

The crew began finding new and innovative ways to compact and stow trash. By tracing waste products to their sources to reduce the flow, the crew scrutinized its management practices for efficiency, cost savings, health and safety.

The efforts of the crew did not go unnoticed. Commander Surface Fleet Atlantic selected the ship as the first amphibious test-bed for the pollution prevention (P2) system.

The prototype waste management program began last summer as *Wasp* set out for a six-month Mediterranean cruise. At mid-deployment, 77 tons of paper, cardboard and classified material had been shredded, mixed with saltwater and discharged overboard as fine pulp. Crew members used a plastic processor to melt and compress more than 11 tons of waste into solid disks for offload.

The P2 system pulps paper and food for safe discharge, shreds and compacts plastics for transfer ashore, processes some hazardous



▲ CTM3 Donald Truesdell, from Sykesville, Md., feeds paper-based garbage into a pulper. The machine shreds and mixes it with salt water to speed its decomposition.

materials for reuse and eliminates the need for some solvents. P2 has had the single biggest effect on *Wasp's* ability to limit the volume of waste. "I don't think it's made our jobs any easier. It actually takes more hours than before to dispose of trash under way, but less time in port," said Boatswain's Mate 1st Class Martin Webb, supervisor of *Wasp's* incinerator room.

Waste that once required eight tri-wall boxes (one cubic yard each) for disposal, now uses fewer than two.

Wasp's conservation achievements are an all-hands effort. The crew participates in quarterly safety standdowns and trains in conservation and environmentally safe disposal practices. In each ship's space, trash is separated into plastics, paper, metal, glass, hazardous materials and aluminum cans.

The proven disposal techniques aboard this ship truly embody the Navy's commitment to serve as stewards of the environment. †

Annis is assigned to USS Wasp (LHD 1) public affairs office, and Whipple is assigned to 6th Fleet public affairs office.

Taking care of our own

People programs support Sailors, families

For generations, the motto "taking care of our own" has had a special, if unofficial, meaning.

In recent years, "taking care of our own" has gone from being just buzzwords among shipmates to being the watchwords of Navy leaders.

Whether it's housing, detailing policy or community support systems, the Navy is taking extra steps to put people first.

This issue of All Hands highlights some of those initiatives and tells you where you can go to get the answers you need, whether you are a single or married Sailor or a Navy family member.

Thinking about adoption? Financial aid may be available

Did you know that active-duty members who adopt a child can be reimbursed for certain expenses associated with adoption? DOD Instruction 1341.9 contains all the details.

Here are the facts:

- * You can be reimbursed up to \$2,000 per child, not to exceed \$5,000 a year.

- * You must file your reimbursement claim no later than one year after the adoption is finalized.

- * You must keep receipts for your adoption expenses.

- * Navy Legal Service Offices (NLSO) have the forms and can help you file them.

Also, there have been some changes to the law governing medical care

for children placed with military families for adoption.

- * Children placed with active-duty or retired military members for adoption can receive medical

care at military medical facilities.

- * Pre-adoptive children are also eligible for medical care under CHAMPUS.

- * Your health benefits advisor and your Personnel Support Detachment/Activity can give you details on procedures you need to follow to get medical care for your child before the adoption is final.

- * Once the adoption is final, your adopted child is entitled to the

same family member benefits as birth children.

You are eligible to receive adoption subsidies and foster care payments from state or private agencies while you are on active duty.

You also may be able to claim pre-

adoptive and foster children as dependents for income tax purposes. Adopted children are your legal dependents, and should be claimed as such on your income tax.



U.S. Navy photo

Ombudsmen, groups offer special support

A great link between Navy commands and families is the **Ombudsman**. This voluntary liaison works directly with COs to pass information and provide support to Navy families in a friendly, approachable manner.

Besides your ombudsman, certain organizations provide special services and support to Sailors and Navy families.

The **Navy-Marine Corps Relief Society**, (703) 696-4904, provides interest-free loans and grants for emergencies.

The **American Red Cross**, (202) 737-8300, is a 24-hour-a-day emergency communication link to Navy people. The Red Cross provides emergency financial assistance and referral services. For assistance, contact your local chapter of the Red Cross.

Navy Wifeline Association, (202) 433-2333, has been an information and education support organization for more than 30 years.

United Services Organization (USO) (800) USO-7469, manages educational, self-help and recreational programs to Sailors and their families at 170 locations worldwide.

Navy Mutual Aid Society, (800) 628-6011, offers low-cost insurance to Navy members. Also gives benefits and claims information or support to surviving families.

Marrying foreign-born spouses takes more than love

With the Navy's diverse locations, many Sailors meet "Mr." or "Ms. Right" overseas. It's likely a new spouse will not be a U.S. citizen. Marrying a foreign national is not impossible, but these marriages require proper legal arrangements that take time and careful planning.

Sailors marrying a foreign national overseas must request permission from the senior area commander where their intended spouse lives. Background checks, screenings and counseling will be completed on both parties before approval.

This process informs both parties of their rights and restrictions under immigration laws and, hopefully, prevents a marriage to a foreign national who is precluded

from entering the United States.

To clear the way for foreign-born spouses to enter the United States, Sailors must file an immigrant relative visa petition with the nearest U.S. consulate.

Sailors who are planning to marry a foreign national and want to marry in the United States must file a petition for a fiancée visa (K-1). The petition must be filed with the Immigration and Naturalization Service (INS) office for the state in which the U.S. citizen resides. A fiancée visa, like an immigrant visa, can take months to process, so file early.

Once the petition is approved, the fiancée must apply for a visa. The marriage must take place within 90 days after the fiancée arrives in the United States.



U.S. Navy photo

Your local legal assistance office or INS office can provide additional information on marrying a foreign national. Or, call the INS information line at (202) 514-4316.

MWR: Taking care of business while you take a break

One of the most popular Navy programs is MWR – Morale, Welfare and Recreation. MWR programs are supported by profits from the Navy Exchange and user fees. They do not receive funding from taxpayers.

MWR departments manage child care programs, social clubs, restaurants, and parks and recreation

services at most Navy installations

On-base child care services are DOD certified and employ trained, accredited care givers who know that the best way to take care of our own is to take care of our children.

Most MWR departments offer a variety of facilities and classes in photography, woodworking, com-

puters, jewelry making and many other crafts and hobbies.

Whether your interest is softball, bowling, flag-football or sailing, or individual sports such as tennis, swimming or golf, MWR sponsors intramural, conference and interservice sports. MWR also hosts all-Navy training camps that springboard Navy athletes to national and international competition, such as the 1996 Olympics in Atlanta.

Navy families have always been at the center of MWR programs, particularly with recreational programs that provide a variety of creative, supervised activities for youth ages six to 17. Day camps, structured before and after school programs and special events are designed to help working parents.

Navy Information, Tickets and Travel (ITT) programs put you in touch with information and discounts tickets on amusement parks, concerts, theaters and sporting events.

ITT also provides travel, airline and vacation planning information services. ‡

U.S. Navy photo





TRICARE

The keys to understanding the plan

TRICARE is the Defense Department's new medical care program that will replace CHAMPUS. TRICARE is already on line in the Pacific Northwest, the Gulf Coast and the Southeast and will be available nationwide by May 1997.

TRICARE will service all active-duty families and retirees and their families. Active-duty Sailors will continue receiving their medical care at military treatment facilities.

There are three different TRICARE options to meet the needs of Sailors and their fami-

lies – Prime, Extra or Standard. The main challenge for most Sailors is which TRICARE option is best for them.

Whatever your situation, Health Benefit Advisors are available at your local military treatment facility to help you decide which option is best.

Prime

This option is similar to a civilian health maintenance organization (HMO) that serves as a central source for all your health needs. Your care will be guided by a primary care manager (PCM) and will be accomplished primarily at a military medical treatment facility (MTF). Other physicians – preferred providers – will fill in where your MTF cannot. A health care finder (HCF) at the TRICARE Service Center will make test/specialty appointments for you.

ADVANTAGES

- No enrollment fee for active-duty & families.
- Small fee per visit and no fee for active-duty personnel.
- No balance billing.
- Guaranteed appointments (access standards).
- PCM supervises and coordinates care.
- Away from home emergency coverage.
- Reduced catastrophic cap for retirees (\$7,500 now decreased to \$3,000).

CHAMPUS-eligible family members may enroll in Prime. Each person who enrolls in Prime has a military or civilian PCM who provides non-emergency, routine care. The PCM also authorizes referrals for specialty care. For active-duty families, there is no enrollment fee for TRICARE Prime. Cost shares are less than under the other two options.

DISADVANTAGES

- Enrollment fee for retirees and families.
- Limited provider choice.
- Specialty care by referral only.
- Not available nationwide.

Extra

Individuals do not enroll under this option. They retain their freedom to choose any provider. However, if an authorized network provider is used, TRICARE Extra offers a 5 percent discount from the TRICARE Standard cost shares (e.g., 15 percent of negotiated fee rather than 20 percent of allowable charges for active-duty family members). The annual CHAMPUS deductible must be met before cost-sharing begins and other CHAMPUS rules also apply.

- Co-payment 5 percent less than TRICARE Standard.
- No balance billing.
- No enrollment fee.
- No forms to file.
- May use TRICARE Standard if you want.

ADVANTAGES

- No primary care manager.
- Provider choice is limited.
- Patient pays deductible and co-payment.
- Non-availability statement required for areas surrounding MTFs.
- Not available nationwide.

DISADVANTAGES

Standard

TRICARE Standard is a new name for the traditional Standard CHAMPUS. In this option, individuals pay current CHAMPUS deductibles and cost shares and follow current CHAMPUS rules.

- Broadest choice of providers.
- Available throughout the world.
- No enrollment fee.
- TRICARE Extra may be used if you want.

ADVANTAGES

- No primary care manager.
- Patient pays deductible, co-payment and balance if bill exceeds CHAMPUS allowable and provider is non-participating.
- May have claim forms to file.
- Non-availability statement required for areas surrounding MTFs.

DISADVANTAGES

War Games

Story and photos by
JO1 Ron Schafer

USACOM readies joint forces for the real thing



UNITED NATIONS — In response to the failure of U.N. sanctions to force the withdrawal of Koronan troops from northern Kartuna, the Security Council has authorized “all necessary means” to force Korona to terminate aggression in the region. With vital U.S. interests, as well as threatened citizens in the region, CJTF 950 has been sent to the area to enforce the U.N. sanctions against Korona.

No, you didn't miss this story in the newspaper. And the names on your map haven't changed again. Korona and Kartuna, Telari and the Gulf of Sabani, don't really exist. So, what's going on?

This was the scenario used for Joint Task Force

Exercise (JTFEX) 96-1, one of a series of training exercises to provide deployable forces a chance to conduct a wide range of joint operations. The exercise, conducted by U.S. Atlantic Command, involved units from the U.S. Atlantic Fleet including USS *George Washington's* (CVN 73) Battle Group and USS *Guam's* (LPH 9) Amphibious Ready Group; elements of the U.S. Army, Air Force and Marine Corps; and units from France, Great Britain and Canada.

The forces were tested in a variety of operations, from rapid deployment to command and control. The simulated high-threat exercise included air, naval and ground operations; and surveillance and rescue opera-



◀ LCU 1656, from Assault Craft Unit 2, heads for Onslow Beach, N.C., for offloading.



◀ EN3(SW) Matthew D. Kelleher, from Flushing, N.Y., directs the amphibious offload of equipment from an LCU at Onslow Beach during JTFEX 96-1. Kelleher is assigned to Beachmaster Unit 2, Little Creek, Va.

tions, such as humanitarian assistance, embassy support and evacuation.

As with any exercise, the ability to create a realistic training environment is vital. In fact, many participants in JTFEX 96-1 believe it makes all the difference.

"It's invaluable," said Marine Corps Sgt. John Freitag, of the 22nd Marine Expeditionary Unit. "There's nothing better than to get the Marines in a landing craft out in the dark and get them working together. They've got to hit the beach, get their feet wet, run around in the sand, dig some holes and be ready to fight."

Hull Technician 2nd Class William F. Monroe, of



► Afternoon flight ops on board USS *George Washington*.

Assault Craft Unit 2, agreed. "Every time we go to the beach, I take it as if it were a real situation," explained the Muskegon, Mich., native. "I guess you can never be prepared for a real war-like situation, but I think the training is very effective. Everybody has been well briefed and well trained. If and when the time comes, we'll be ready to show our stuff." †

Schafer is a Norfolk-based staff writer for All Hands.

► OSSN Elvin Naruna stands the starboard watch aboard USS *Trenton* (LPD 14).

►► Marine Corps Lance Cpl. Anthony W. Miller, of Thomasville, Ga., (left) keeps a sharp eye out while Marine Corps Cpl. Danny Davenport, of Murfreesboro, Tenn., digs in, fortifying their fighting position atop a sand dune on Onslow Beach, N.C., during JTFEX 96-1. Both are assigned to the 22nd Marine Expeditionary Unit.

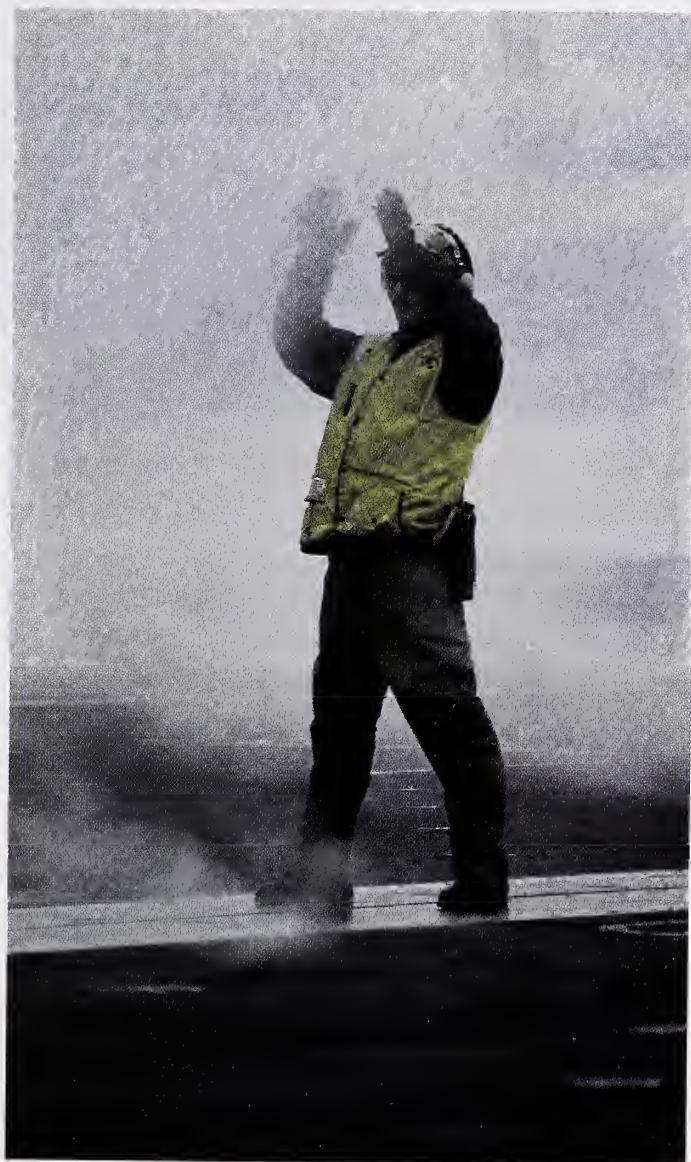




U.S. Navy photo

◀ USS George Washington.

▼ A plane captain directs aircraft on board USS George Washington.



Mount Whitney Sailors: *The right place The right time*

Story by JOC(SW) Millie Tamberg, photos by PH2 John Gorenflo

The ice-cold waters greeted the 2nd Fleet's command ship USS Mount Whitney (LCC 20) as it entered the Gulf of Sabani, off the fictional Coast of Kartuna. Fifty miles away, USS George Washington's (CVN 73) Battle Group and USS Guam's (LPH 9) Amphibious Ready Group (ARG) awaited orders to go ashore. More than 16,000 service members were on station for a potentially volatile situation ashore during the Joint Task Force Exercise (JTFEX).

The crew kept the command ship on course, while the task force commander monitored the operation with video telecommunication input from air, sea and shore-based commanders in the ship's joint operations center.



◀ Commissioned in 1971 as an amphibious force flagship, *Mount Whitney* is now the command ship for the 2nd Fleet.

The training commands received during JTFEX 96-1 is routine for all Atlantic Fleet units getting ready for a regularly scheduled six-month deployment. Even though the ships in these fictional conflicts between the warring countries of Kartuna and Korona change, the platform from which the commander conducts this intensely diverse training — USS *Mount Whitney* — remains the same.

Whether 2nd Fleet's mission is training forces for crisis response or being part of an actual operation, it is the crew of *Mount Whitney* who ensures the 2nd Fleet flagship is mission capable.

"We are here to provide every aspect of support the 2nd Fleet Commander requires to do the job, whether in port or at sea," explained *Mount Whitney's* CO, CAPT Richard Enderly of Freehold, N.J. "The most important service the ship and crew can perform during joint-service exercises is get under way to get the commander where he or she needs to be to conduct these exercises."

Machinist's Mate 3rd Class Darlene R. Pevahouse maintains and repairs hydraulic equipment on board, and takes a positive approach to her job.





◀ From left) SM2(SW) Scottie D. Strong, SM2(SW) Adrian B. Stokes and SM3 Shedrick Archangel simulate sending signals from signal bridge aboard *Mount Whitney*.

"The most important contribution I make is hard work and a positive attitude toward customer service," said the Hohenwald, Tenn., native. "If my customer isn't happy, my job isn't done." Another Sailor committed to satisfying customers is Senior Chief

Mess Management Specialist (SW) Deborah M. Davidson, who fed more than 750 enlisted crew members, staff personnel and augmentees during JTFEX 96-1.

"What [Sailors] eat has a significant effect not only on their health but also their attitude," said the Scotia, N.Y., native.

Davidson reinforced her commitment by opening two chow lines for breakfast to ensure the crew started their day off right.

For some Sailors like Pevahouse, there is usually little chance to interact with 2nd Fleet staff personnel — especially during exercises. On the other hand, there are *Mount Whitney* Sailors who regularly work alongside staff personnel and augmentees during exercises.

◀ The battle watch commander (left) and assistant battle watch commander monitor the JTFEX 96-1 warfighting scenario from the Battle Watch Station in the Joint Information Center aboard *Mount Whitney*.



Interaction is a constant for Data Processing Technician 2nd Class Debra C. DiMartino, a joint maritime communications information system and contingency theater automated planning systems (CTAPS) administrator.

"During JTFEX 96-1, I worked in the Joint Forces Aviation Command and Control Cell with the 2nd Fleet staff, especially with the operations specialists who operated both the JMCIS [Joint Maritime Communications and Intelligence System] and CTAPS systems and the radiomen who kept communication lines up," said the Guilford, Conn., native.

For 12 days the command ship was at the center of a real-time war scenario with air, land and sea battles; non-combatant evacuations; and amphibious assaults.

"If we put to sea without the staff, we are an outstanding Navy ship, but that's what we are — a Navy ship," said Enderly. "But, when we go to sea with the staff, we are a premiere naval command and control platform. And, the staff is what makes us that platform." †

Tamberg is the assistant public affairs officer for JTFEX 96-1; Gorenflo is assigned to USS Mount Whitney (LCC 20).

America's final voyage home

It was a beautiful day in Norfolk for family reunions, as Sailors from USS America (CV 66) returned home Feb. 24 for the last time.

There were plenty of hugs, kisses and handshakes to go around as the crew was greeted by family, friends and loved ones.

All Hands invites you to share in the homecoming and welcome the rest of the battle group and USS Wasp (LHD 1) Amphibious Ready Group home from a successful deployment.



Photo by PH3 Sam Dallal



Photo by PH3 Sam Dallal

▲ USS America (CV 66) pulls into port at Norfolk Naval Station after a six-month deployment supporting international and U.S. interests in the Adriatic Sea and the Arabian Gulf. After more than 30 years of service, *America* will decommission in August.

► Tanya Johnson, Kimberly Whitley and Celeste Scott, anxiously await their friend, SA Monte Rollins, to depart the carrier.



PH3 Tanya Williams





Photo by PH1 Dolores L. Anglin

◀ MM3 Stephen R. Green (center), assigned to USS *Monongahela* (AO 178), meets his wife Rina (left), his cousin Shawn A. McGrath (right), daughter Autumn (carried by McGrath) and son Sheldon (in foreground) on the pier.

◀◀ YN2 Clarence Dover, of Cafin, S.C., greets his wife Marlana and daughter Mercedes.



Photo by PH3 Sam Dallal



Photo by PH3 Tanga Williams

◀ It's an emotional moment for Teresa Hicks as she and a friend finally see Hicks' husband, ETC Gary Hicks, coming down the carrier's ladder.

► This young man anxiously searches the crowd for his father's face.

▼ ET1(SW) James B. Fruge, stationed on board USS *America* (CV 66) kisses daughter Gabrielle while his wife (left) Josette looks on.



Photo by PH1 Dolores L. Anglin



USS *America* facts

Speed: more than 30 knots

Displacement: 77,600 tons

Length: 1,047.5 ft.

Horsepower: more than 200,000

Ships company: 2,700

Miles sailed last deployment:

51,000

Airwing: 2,500

Total deployments: 19

Flight deck: 4.7 acres

► Traci Gehringer embraces her husband ABHAN Shane Gehringer after a long six-month deployment



Photo by PH3 Sam Dattal



Photo by PH1 Dolores L. Anglin

▼ Daniel Fuston can hardly wait to see his daddy after USS *America's* six-month deployment.



Photo by PH3 Sam Dailai



Photo by PH1 Dolores L. Anglin

◀ Two Sailors from USS *Monongahela* (AO 178) are ready for liberty.

Home improvements

Story by JO2(SW) Alida Toler

In the old days, the cliché "three hots and a cot" was the only guarantee given most Sailors. Today it's very different. A recent Navy quality-of-life (QOL) survey asked Sailors what they want in their bachelor quarters (BQ). According to the survey, Sailors want more privacy, their own bedroom, walk-in closets, individual climate controls, kitchenettes, cable TV access and good customer service.

Secretary of Defense William Perry recently approved a plan to make a new generation of barracks the standard for DOD.

The plan has E-1s to E-4s living two to a suite. Each Sailor has a private bedroom and walk-in closet while sharing a kitchenette and bathroom. E-5 and above will have complete privacy in a similarly styled suite, with one of the bedrooms being used as a living room.

Other improvements include renovating old family housing into shared-space BQs; completing the whole-room furniture concept, where furniture in each room has the same style and color scheme; extensive customer service training; and assisting BQ residents with self-help

projects. "We're getting there and we're moving as fast as we can," said CAPT Wil Gorrie, program manager for Bachelor Housing, Naval Facilities Engineering Command (NAVFAC).



U.S. Navy photo

BQ renovations can be made quicker with a new one-stop-shopping method called the whole-room concept. According to MSCS Rick D. Worrell, bachelor quarters program manager, BQ managers can purchase an entire room from a catalog. Rooms are color-coordinated with quality furniture, along with wall, window and floor treatments and

accessories included. Room ensembles can be used when BQs are renovated and for 1-Plus-1 rooms.

Another BQ improvement is better service at the check-in counter. "We're working very closely with the American Hotel/Motel Association (AHMA) so we provide better service at the counter," said Gorrie, a San Diego native "You don't want someone reading a magazine when you walk up and not get waited on, or be rude to you. We want to provide the same customer service provided in the hotel industry," he said.



U.S. Navy photo

▲ BEQ's and family housing units are receiving improvements such as new furniture, paint jobs and patios, such as this one at Beaufort, S.C. Naval Hospital.

▲▲ Self-help projects like this one at Naval Submarine Base, Kings Bay, Ga., save the Navy money and help improve Sailors' quality of life.



U.S. Navy photo

◀ Sailors enjoy barracks renovations and improvements, such as this BEQ game room at the Kings Bay, Ga., submarine base.

▼ Better service at the check-in counter is becoming more of a priority at all BQs.



U.S. Navy photo



Photo by Ron Fontaine

▲ Single occupant, garden-style luxury apartments for senior enlisted Sailors are the newest construction project at Naval Education and Training Center, Newport, R.I.

"A lot of the things we're doing are transparent to the customer, but they are things we know are going to help. We're using the hotel industry as a benchmark," said Gorrie. He also explained a new, 3-4-5-star ranking system based on hotel industry standards becoming the BQ standard.

Another addition to BQs is in-room phone service. AT&T contracted with the Navy Exchange to provide in-room phone services for BQs and transient lodging. The agreement includes discounted long distance service for residential use, pay phones, long distance phone centers, subscriber/non-subscriber calling cards

and over-the-counter and vended prepaid debit telephone cards.

Now BQ rooms can be reserved in advance through the Bachelor Quarters Central Reservation Service (BQCRS). BQCRS is there to help anyone traveling on government orders. This system can be used for flight or car rental reservations, BQ room reservations or verification of non-available rooms. Confirmations are directly tied into the computer system at BQs, SATO and through Navy Lodge programs.

"With this new system, we're going to have better data, we're going to be able to check the people in and out faster, and hopefully prevent a bottle neck at the front desk," said Gorrie.

According to Gorrie, there is a new worldwide Navy Lodge directory coming out in June. It offers information about transient quarters and BQ room descriptions for enlisted Sailors and officers. Included are maps and directions, telephone numbers and room rates.

"Improvements are not only happening with BQs. Existing housing and new housing construction is taking place at bases worldwide. It's very exciting to witness the improvements the Navy is making and what lies ahead in the future for Navy BQs and Navy housing," said Worrell. †

Toler is a staff writer assigned to All Hands.

A petty officer relaxes in his new home away from home, located in one of the newly remodeled BEQ's at Naval Education and Training Center, Newport, R.I.



Location of new housing units currently under construction

USNA Annapolis, Md.
 NSB Bangor, Wash.
 MCB Camp Pendleton, Calif.
 MCAS Cherry Point, N.C.
 NAS Corpus Christi, Texas
 NSWC Dahlgreen, Va.
 NAS Glenview, Ill.
 NCBC Gulfport, Miss.
 NSB Kings Bay, Ga.
 NAS Lemoore, Calif.
 NSPCC Mechanicsburg, Pa.
 NSB New London, Conn.
 PWC Norfolk
 Oahu, Hawaii
 NAS Patuxent River, Md.
 PWC Pearl Harbor, Hawaii
 PMTC Point Mugu, Calif.
 NS Roosevelt Roads, P.R.
 PWC San Diego, Calif.
 NSGD Sugar Grove, W.Va.
 NAS Whidbey Island, Wash.

If you're a geographic bachelor

Got orders for an unaccompanied tour? Your family can stay in government housing until you return, or you can continue to draw BAQ and VHA for your old duty station if they live in civilian housing. Here are some other options:

- * In some cases, you can go ahead and move your family to housing at the duty station you'll transfer to after your unaccompanied tour.

- * You may be able to move your family to your home of record while you serve your unaccompanied tour.

The key is to **ACT EARLY!** Your Personnel Support Detachment/Activity can give you information on your options, depending on where and when you're transferring. But you need to work closely with PSD and your detailee so you can make your housing decision early and get your family on the housing list that's best for you.

BQ workshop sees better quality of life

Story by JO3 Dean Nazario and JO2 Andrew Cramer, photos by JO2 Andrew Cramer

Nearly 100 Sailors, officers, DOD civilians, bachelor quarters (BQ) managers and mess management specialists from 27 Pacific Fleet activities met recently at Naval Station Pearl Harbor, for the Pacific Fleet Bachelor Quarters Training Workshop.

Improved quality of life is one of the goals of Chief of Naval Operations ADM Mike Boorda. Boorda recently challenged BQ managers worldwide to "provide privacy, recreation and well-appointed living facilities that promote the dignity of our personnel."

At the four-day workshop,

BQ program managers presented several proposals focusing on improving quality of life and customer service for permanent-party single Sailors and Navy travelers.

Quality-of-life improvements include the whole-room concept, ensuring furniture in each room has the same style and color scheme, and a 1-plus-1 modular design (each person has private sleeping space but shares the bathroom area). BQ central reservation system (BQCRS), Navy Lodging directory at the BQ and customer service standards for BQ management are other improvements.

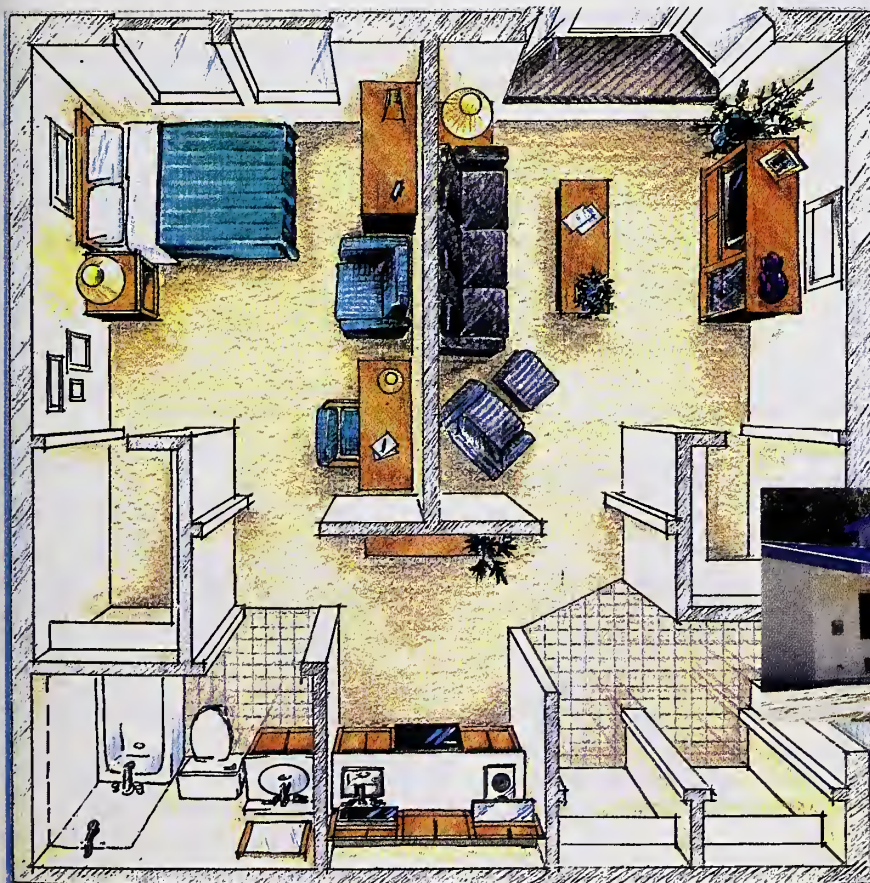
"I think if you're going to live somewhere for two to three years, having a comfortable home atmosphere is essential to unwinding from a tough day at work," said Mess Management Specialist 2nd Class Jack Sell, a Chino, Calif., native.

"I just moved out of the barracks, and I guess I'm sort of jealous that the barracks are starting to look this good," said MS3 Kelvin Lewis, of East St. Louis, Ill.

According to a Navy report, the Pacific Fleet has nearly 50,000 BQ spaces. Increases in BQ budgets will go toward repairing and replacing approximately 11,000 facilities.

"We'll do things the right way, the Navy way and our people will benefit as a result," said Pacific Fleet Shore Installation Management Director CAPT Kathleen Cummings. "It's up to each one of us to establish a quality-of-life standard we can all be proud of." †

Nazario and Cramer are assigned to the Pacific Fleet public affairs office.



Buy now ... pay later



Credit can be one of your best assets if you manage it wisely. If you are not careful, however, buying today and paying later will cost you more than you bargained for in the long run.

The temptation to use credit for everything is very great for Sailors today because so many kinds of credit are available. Banks and credit unions loan money at very reasonable rates, especially if your credit rating is good. Car and motorcycle dealers will finance your vehicle purchase, often at good rates, and even electronic, furniture, computer and appliance stores offer in-store credit to most customers. Virtually every department store in the country offers a revolving charge card, and buyers have a wide choice of credit cards to pick from. In most cases, merchant credit rates and credit card rates are about the same

— frequently more than 20 percent. And private finance companies or credit services will often loan money to those with poor credit ratings, but at extremely high interest rates. So which form of credit is best for you?

There is one important fact to consider when you shop for credit — the higher the interest rate and the longer you stretch out the debt, the more you will pay for whatever you're buying. This is true regardless of how much your monthly payments are.

For example, a Sailor who buys new furniture for \$3,000 and finances the purchase through the furniture store at \$100 a month will have to make payments for 42 months if the interest rate is 20 percent. By the time the furniture is paid off, the Sailor will have spent \$4,191 for \$3,000 worth of merchandise.

If that same Sailor has a good credit rating and gets a \$3,000 loan from the local credit union to buy the furniture, at an interest rate of 12 percent with monthly payments of \$100, the loan will be paid off in 36 months. In this case, the Sailor will spend \$3,584 for \$3,000 worth of furniture.

If the Sailor has a poor credit rating and cannot get financing through a bank, credit union or the merchant, he or she may decide to take advantage of a private credit company's offer of a loan. However, at an interest rate of 32 percent that loan will keep the Sailor in debt for a long time. If the loan amount is \$3,000, it will take the Sailor 61 months at \$100 a month to pay off the debt — at a total cost (purchase price plus interest) of \$6,108.

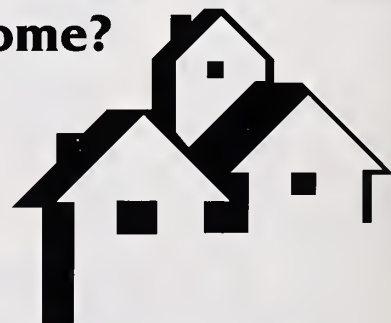
Some Sailors use credit cards for major purchases.

Moved to a New Home?

Need more furniture?

If you buy \$2,000 worth of furnishings with a credit card charging 18.5% interest and paid off the balance by making the minimum payments, it will take you more than 11 years to repay the debt.

By the time the loan is paid off, you will have spent an extra \$1,934 in interest alone — almost the actual cost of the furniture.



Source: Navy-Marine Corps Relief Society and American Express Co.

There are a number of ways to protect yourself from credit card fraud.

- Sign your new card as soon as you receive it.
- Cut up expired cards before throwing them away.
- Keep records of your accounts and hotline numbers for reporting stolen cards in a safe, easily accessible place.
- Never sign blank charge slips.
- Destroy carbons and incorrect receipts. This prevents others from using your account number for fraudulent purchases.
- Pay attention to where your card is during all transactions.
- Never give out your account number over the telephone unless you have initiated the transaction.
- Determine how your purchase will affect your budget over the months ahead.
- Save charge slips and compare them against your statement for unauthorized transactions.
- Resolve billing errors as soon as you notice them.
- Do not lend your card to anyone.

The advantage is that credit cards are convenient when you don't have cash on hand. Also, people who pay their account balances on time establish a good credit rating for future purchases. The disadvantage is that most people do not pay off their account balance every month, and end up paying interest as high as 22 percent.

Creditors also have other ways of making you pay. Most charge an annual fee for a credit card, and others

charge fees for cash advances or for transferring balances from other credit cards. Many charge a penalty if you spend over your credit limit. Stores may also charge higher prices because they pay a 2- to 5-percent charge on every credit card transaction they process. Shopping around for lower interest rates and annual fees, while reading the fine print for any hidden charges, can save you a lot of money.

Before you buy on credit, get the following information:

- * How much is the interest rate?
- * How much is the minimum monthly payment?
- * How many months will it take me to pay off this purchase if I make only the minimum monthly payment?
- * How much total interest will I pay if I make only the minimum monthly payment?

With this information in hand, you can decide if you can afford to make the monthly payments or if this purchase will bust your budget. You can also determine if the merchandise is worth its total cost — the purchase price plus all the interest you will pay — or if you will be getting ripped off by buying on credit.

It is always smart to have a savings account to help with large purchases. If you make a deposit every month into your savings account, you may be able to get a better interest rate for credit purchases by making a cash down payment.

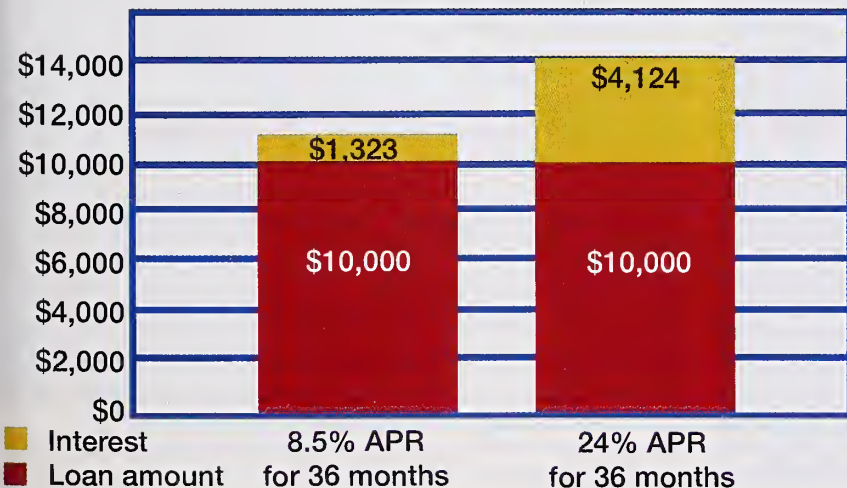
If you find it difficult to make monthly payments, your command's financial specialist can help you plan a budget to maintain your good credit standing.

You can also find help from your Navy and Marine Corps Relief Society (NMCRS), local Family Service Center's financial counselor or the local Consumer Credit Counseling Service (CCCS). NMCRS chapters offer financial counseling at no cost. CCCS also provides free or very low-cost nonprofit credit counseling and debt management programs even before problems develop. To contact the CCCS office in your area, check the business pages of the local telephone directory under Consumer Credit Counseling Service, or dial toll-free (800) 388-2227. ‡

Compiled from information provided by the Federal Trade Commission and Bureau of Consumer and Business Education. Chart courtesy of Navy-Marine Corps Relief Society.

Car Loan Comparison of \$10,000

NFCU vs. Car Dealer



Getting orders

The fine art of cutting a deal with your detailer

Story by JO1(SW) Jim Conner

Their day begins at 0-dark-30. Telephones are ringing off the hook as they arrive — Sailors worldwide are fighting to get their attention. It's the start of a typical day for Navy detailers.

"The first thing we do," said Master Chief Avionics Technician Del W. Stokes, leading chief petty officer for Navy detailers at the Bureau of Naval Personnel (BUPERS), "is check our E-mail and voice mail for any messages from Sailors in the fleet."

According to Stokes, the detailers then make a list of things to do for the day based on those messages.

"We also have money reports to fill out once a week which indicate how much money we've spent," he said. "Then there are our sea-readiness monitors, where we keep track of deploying squadrons and ships to

make sure we've filled all their gapped billets. So we have a pretty jam-packed day on our agenda."

Stokes said detailers spend about six hours each day on the phone with fleet Sailors. "Everybody here, first and foremost, is an advocate for the Sailor. We want to give every Sailor in the fleet what he or she wants, which is not possible. So, we have to find that fine balance between giving the Sailors what they want and supporting the requirements for the Navy."

Stokes encourages Sailors to communicate with detailers through their command career counselor nine months before their projected rotation date (PRD). "There are two things for Sailors to keep in mind," explained the native of Yorktown, Va. "Start the process early and begin with your command career counselor. [They have] all the tools at their fingertips and can answer most of your questions before you even talk to the detailer."

Sometimes it's extremely difficult to get through on the telephone, especially for Sailors who are deployed or stationed overseas. "That's where BUPERS Access comes in," said Stokes. "It's a computer service Sailors can use through their command career counselors. BUPERS Access gives Sailors the ability to get a message to the detailer and get a personal response back within 24 hours."

Detailers also travel to the fleet. "Whenever a major battle group gets ready to deploy, a team of about 20



Photo by JO1(SW) Jim Conner

Homebasing

Homebasing is a major quality-of-life issue that allows Sailors to remain in the same geographic location for two or three tours of duty for various reasons such as:

- His or her spouse may be established in the job market.
- The children can remain in a certain school until graduation.
- It provides more stability and security for Sailors who have a mortgage investment.

EN1 Scott Sheldon, a Navy detailer from Naperville, Ill., explains to EN3 Mark Buckner of Asheville, N.C., what options are available concerning his next career move.

Checklist for Calling Your Detailer

- ✓ Talk to your career counselor first.
- ✓ Be sure you are between six and nine months of your PRD.
- ✓ If you don't want to move to another area, talk to your detailer about homebasing.
- ✓ Have more than one plan. Map your career goals in advance.
- ✓ Talk to your spouse. Make sure your family is aware of your plans.
- ✓ Be prepared. Write down your detailer's name and phone number and your full name, SSN, rate and return phone number. Also jot down your top priorities and any questions you have. Be specific. Keep this in front of you when you call.
- ✓ Tell whoever answers the phone, you are calling from overseas.
- ✓ Be ready to make a decision.

Source: *Link* magazine

detailers is sent out to talk to the Sailors before they get under way," said Stokes. "If a Sailor is within [a] nine-month window, detailers will have all the information needed to get started early enough to try to fulfill the Sailor's wishes." Sailors can also talk to their detailer during deployments by sending a message.

The best time to call your detailer is the first Monday of the month. "That's when the new requisition for job openings comes out," explained Stokes. "Then, two weeks later, we get what we call a 'cleanup requisition,' which catches any new billets, unplanned losses or subsequent changes. Sailors should call during these periods because we would have more to offer them." The requisition dates are normally listed on the back of *Link* magazine, the bureau's quarterly professional bulletin for enlisted Sailors.

BUPERS also offers early morning and late-night detailing. "On the day following new and cleanup requisitions, we have detailers who show up at 5 a.m., and get on the phones so Sailors in European time zones can call during their working hours," he said. "That same evening we stay on the phones until 11 p.m., to take care of Sailors in the Far East time zones."

For more information about detailing, job openings and your Navy career, read the latest edition of *Link*. "If Sailors don't have access to *Link*, all they have to do is see their command career counselor who will give them a copy or download the magazine from BUPERS Access." †

Conner is a staff writer and Dallal is a photographer for All Hands.



Photo by PH3 Sam Dallal

AMCS(AW) M.U. Villafior, of San Diego, and DKC(AW) Jaime J. Alberto of Jacksonville, Fla., discuss area information on Alberto's next duty station.

Eight Types of Duty

Type 1 — Shore duty: Duty performed in CONUS at land-based activities, and other CONUS activities designated as "long-term" schooling programs. Long-term is defined as 18 or more months; school assignments under 18 months are considered neutral duty.

Type 2 — Sea duty: Also known as "arduous sea duty." This duty is performed in commissioned active-status vessels, homeported in CONUS, which operate away from their permanent homes for extended periods.

Type 3 — Overseas shore duty: Duty performed in certain overseas land-based activities at locations where the tour length is less or equal to 36 months.

Type 4 — Nonrotated sea duty: Duty performed in commissioned active-status vessels homeported OCONUS; or performed in activities which operate away from overseas home ports or bases for extended periods.

Type 5 — Neutral duty: Duty in activities which would normally be designated as shore duty for rotational purposes, but where the personnel assigned are absent, for a significant length of time, from the corporate limits of their duty station while accomplishing their assigned tasks. It also includes school assignments of less than 18 months.

Type 6 — Preferred overseas shore duty: Duty performed in specified overseas land-based activities, including Alaska and Hawaii, at locations having suitable family members accommodations and support facilities. The tours are at least 36 months.

Type 7 — Partial sea duty: Criteria has been deleted from policy, but remains an active sea/shore code available for future use.

Type 8 — Double sea duty: Double sea duty credit for exceptionally arduous missions performed in commissioned vessels or land-based activities which operate away from their homeport/base in excess of 150 days a year.

Family Service Centers:

They're not just for families

Story by JO3 Jeremy Allen

Six months ago she graduated from high school and joined the Navy. Now this young recruit is on her way to a remote island in the Indian Ocean. Where does she go for free help and guidance? She can go to her local Family Service Center (FSC).

FSCs offer programs for single and married Sailors, and their family members. The centers teach you how to become independent and prepare for a successful career by offering self-help programs and a variety of support.

FSCs offer 13 core programs at all locations:

Relocation Assistance

FSCs have a Relocation Assistance program (RAP) to help make transferring easier. RAP, like Standard Installation Topic Exchange Service (SITES), Smooth Move, Welcome Aboard seminars and Overseas Transfer workshops, provides help before, during and after a PCS move.

Information and Referral

The Information and Referral (I&R) program provides names, addresses, phone numbers and basic information about many



military and civilian activities and organizations on or off base.

Life Skills, Education and Support

Navy families face difficult challenges. The Life Skills, Educa-

▲ An ombudsman in Norfolk talks to a local reporter about the FSC support services available for family members.

▲▲ Spouses who want to enter the job market for the first time or who have had a break in service, can learn how to launch a job search through the Spouse Employment Assistance Program. The program also teaches how to write a resume, seek federal employment, network and interview techniques.

tion and Support program provides training in communication, marriage enrichment, child development, parenting and coping with moves and deployments.

Counseling Services

FSCs have professional counselors who help Sailors work through problems ranging from job concerns and financial difficulties, to troubled relationships and marriage preparation.

Volunteer Programs

The FSC volunteer program provides a referral service to organizations needing volunteers. This provides networking opportunities in the community and can sometimes lead to a paying job for the volunteer.

Crisis Response

Natural disasters such as floods and earthquakes can occur anywhere with little or no warning. When events require it, the FSC becomes operational 24 hours a day.

Mobilization and Deployment Support

Most FSCs have a Return and Reunion program that teaches family members to deal with separation issues that may arise during and after deployment. Many locations also have an Ombudsman Training and Support program to help commanding officers maintain the morale, health and welfare of Navy families.



▲ A little girl waits for her father's ship to pull in. The mobilization and deployment support program encourages families to welcome their spouses pierside.

Spouse Employment Assistance Program

Family members can contact their local FSC to find out what types of employment might be available for them at the new duty station or how to transfer to a new civilian post without a break in service.

Personal Financial Management program

Sometimes bills can be overwhelming. The FSC's Personal Financial Management program

is just a phone call away.

Classes are available on making a spending plan, buying a car, opening a checking account and learning about and recognizing rip-offs.

Transition Assistance Management Program

Bringing Navy experience to the civilian work place is made easier with the Transition Assistance Management Program (TAMP). TAMP classes are three- to five-day workshops for military members separating



U.S. Navy photo

▲ YN1 Karen Clanton, assigned to the Naval Historical Center, Washington D.C., helps recently separated YN1 Leo Shelton, from Nashville, Tenn., with a computer program called American Jobsat Naval Station Anacostia, Washington, D.C.

► A Sailor looks for housing information at a local Family Service Center.



U.S. Navy photo

on basic parenting skills and child development education.

Exceptional Family Member Program

Enrollment in the Exceptional Family Member program is mandatory for active-duty sponsors who have family members with a special physical, medical, emotional or educational need. This program ensures enrolled families are not assigned to locations that cannot meet their needs.

Outreach and Command Rep Program

Many FSCs offer workshops and activities in areas off base where there is a large Navy population or in central locations in towns near a base. FSC staff members go to sea on Navy ships during work-ups and short operations to offer workshops, briefs and counseling to the crews.

Whether you're starting boot camp or retiring, Navy Family Service Centers are open and waiting to help you with any need that may arise. Give your Family Service Center a call today. ‡

Allen is a staff writer assigned to All Hands.

from the Navy. "FSC provided information on job searches, salary negotiation, resume preparation and veterans benefits," said recently retired CAPT Larry Stratton after using the program.

This program is mandatory for all separating service members and is available to their spouses.

Family Advocacy Program

The Family Advocacy Program supports, educates and assists families in crisis. The Families in Conflict program helps troubled families deal with spouse or child abuse, and offers support for victims and offenders. Many FSCs have a New Parent Support Program to provide information

Checking out the SITES

Like death and taxes, it's inevitable — sooner or later you get orders and have to relocate. The standard of living for you and your family could change, and there are many decisions you have to make. Still, getting important information about your next duty station doesn't have to become your worst nightmare.

The quickest and easiest way to find the answers to your questions is to visit your local Family Service Center's (FSC) Relocation Assistance Program (RAP) office.

"We offer Sailors all the information they'll need to help make their move as smooth as possible," said Barbara Magill, Relocation Program Manager for Navy Family Service Center, Naval Station Anacostia, Washington D.C.

"Along with quarterly workshops at the center, we travel to local commands and conduct general military training on areas such as sponsorship and relocation assistance."

However, there is a new, faster way to find information about military installations. More than 80 RAP offices Navy-wide have a computer program called the Standard Installation Topic Exchange Service (SITES). SITES is available to members of all services and their families.

The program manages an enormous amount of information for more than 200 Navy, Marine Corps, Army, Air Force and Coast Guard installations. The data is organized in eight standard categories for each installation including on- and off-base housing; child care cost and availability; and spouse employment opportunities. Other topics include shopping, adult and special education, public transportation, state licensing and utility deposits. There is a wide range of information to meet your relocation needs.

The most effective way to use SITES is to make an appointment with your RAP counselor and bring your family with you. RAP personnel will help you go through SITES to answer most of your questions. RAP counselors can print the entire data file (including graphics) for an installation and prepare a handy booklet you can take home.

"SITES is one of the best tools available to Sailors who are getting ready to relocate," said Magill.

"Just about anything you can think of can be found on this service. The information on SITES is updated every three months in order to keep it current."

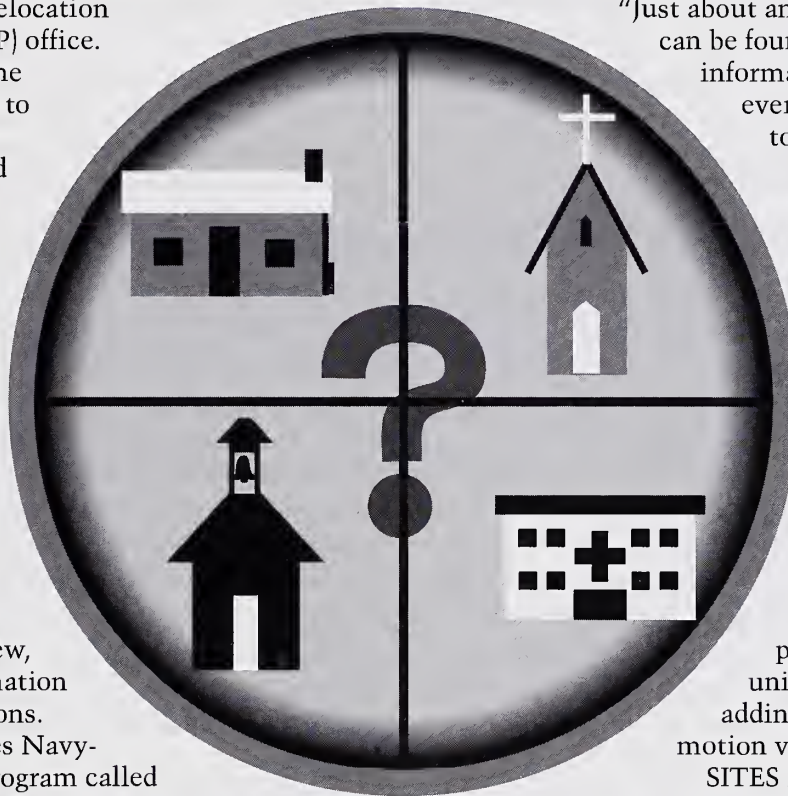
Personnel stationed far from a Family Service Center can locate SITES files on BUPERS Access in the sponsor forum. When SITES migrates to the World Wide Web, probably in 1997, it will become even more accessible.

SITES will be upgraded soon, to include photographs, local maps and floor plans of base housing units. Future plans include adding sound clips and full-motion video to each file.

SITES is an important part of the Navy's commitment to help service and family members so they can take charge of their PCS moves. For more information about SITES or to make an appointment with a relocation counselor, contact your local Family Service Center.

Information for this article was provided by Bureau of Naval Personnel (PERS 662D4), and Relocation Assistance Program Managers Shontelle Rivers and Hugh L. Durden (PERS 662D41). ‡

Story compiled by JO2 Alida Toler. Art provided by DM2 Brian Hickerson. Toler is a staff writer and Hickerson an illustrator draftsman assigned to All Hands.



A checklist will help yo

It's a fact of Navy life: Sailors transfer regularly. Another fact of Navy life is that most Sailors transfer between May and August. When you receive your permanent change of station (PCS) orders, contact your local Family Service Center's (FSC) Relocation Assistance Program (RAP) office. RAP staffers make your move smoother — before and after you relocate.

The *Relocation Ready Reference Handbook* (NAVPERS 15623), available through RAP, is full of information to make your PCS move easier. The following checklist comes from that booklet.

Move – mission control

Many important details of your move can be handled on the phone or through a letter before you move. When you receive your orders begin the following:

- ☐ Visit your FSC's RAP office to find out about your new duty station.
- ☐ Contact your local personal property office for an appointment to ship your household goods.
- ☐ Notify your landlord or housing office of your departure date in writing.
- ☐ Contact your sponsor at your new duty station for welcome aboard information and help.
- ☐ Contact your new command's Exceptional Family Member program manager for information and resources if needed. (See Page 40 for more information.)

Move minus 12 weeks:

- ☐ Look for housing at your new command.
- ☐ Begin keeping track of relocation expenses.
- ☐ Make an inventory of possessions and their value with photographs or videotapes as necessary. Carry your inventory packet with you when you travel so it doesn't get lost.
- ☐ Organize personal records, documents and important papers.
- ☐ Make final medical, optical or dental appointments.
- ☐ If needed, have a power of attorney or a letter of authorization drawn up.
- ☐ Make reservations for temporary quarters at your new duty station.
- ☐ Request house-hunting leave through your chain of command.

Move minus eight weeks:

- ☐ Make reservations if you're planning to vacation en route. Ask for military discounts. Use Navy Lodges



(1-800-628-9466) and other military temporary lodging whenever possible while traveling between duty stations.

- ☐ Take care of auto maintenance and repairs.
- ☐ Find out if you need extra insurance coverage on your car or possessions in transit and storage.
- ☐ Have pets checked and vaccinated by a vet. Keep records. If going overseas, check with the embassy for host-country requirements for pets.

Move minus four weeks:

- ☐ Notify schools of your move, arrange to pick up records and ask for procedures for sending records to new schools.
- ☐ Ensure that your family members are listed on the Defense Eligibility Enrollment Reporting System (DEERS), and update your ID card if it's near expiration.
- ☐ Make a list of important phone numbers.
- ☐ Finalize moving arrangements with personal property office.
- ☐ Hold a garage sale.
- ☐ Pack seldom-used items.
- ☐ Confirm reservations for temporary lodging.

Move minus three weeks:

- ☐ Make travel arrangements for pets if they are traveling separately.
- ☐ Back up important computer files.
- ☐ If you're having more than one shipment, know weight limitations of each, decide contents and begin separating items.

Move minus two weeks:

- ☐ Properly dispose of flammable liquids such as spray paints, solvents, thinners, gas and oil.

plan your next move

- ☐ Make a list and begin to set aside items to take with you.
- ☐ Set up a final walk-through of your house.
- ☐ Close out safety deposit box if necessary.
- ☐ Set aside cleaning materials to be used after packing and loading.
- ☐ Retrieve any developed film, dry cleaning or other items.
- ☐ Reconfirm moving dates/times with personal property office.
- ☐ Renew and pick up prescriptions.
- ☐ Separate professional books, papers and equipment to be weighed and listed separately on your shipping inventory.
- ☐ Set aside important documents, valuables and all other hand-carried items.
- ☐ Arrange disconnect dates with local utility companies.
- ☐ Send change-of-address cards and leave your new address with the Post Office.

The final countdown – one week:

- ☐ Keep household inventory to carry with personal luggage.

- ☐ Pick up outpatient medical records to hand-carry.
- ☐ Confirm child care arrangements for moving day.
- ☐ Clean oven, stove, refrigerator and freezer.
- ☐ Confirm arrival time with the moving company.

Moving day:

- ☐ Get up early and be ready for the movers.
- ☐ Make sure cash, jewelry, important documents and other valuables are secure. Consider locking valuables in the trunk of your car.
- ☐ Verify the mover's inventory. Make sure it is detailed and accurate.
- ☐ If the movers mark items as scratched, dented or soiled, make sure they also note the specific location in case they cause more damage.
- ☐ Keep personal property office phone number handy. If problems or questions arise, call — don't argue with movers.
- ☐ Leave home only after the moving truck is on its way. ‡

If you're considering doing it yourself...

The option of a Do-It-Yourself (DITY) move may appeal to some Sailors, particularly when a cash incentive is important. Sailors who elect to use the DITY program are authorized a travel allowance in lieu of transportation if they ride to the new destination in a rental truck or personally owned vehicle, and they get a cash payment for moving expenses. To find out how all this adds up, contact your local transportation office. Before you do, however, there are some aspects of the DITY program you should consider:

1. You will have to decide what method of transportation to use for your shipments. Some of the choices here are privately owned trucks or vans, personally procured rental vehicles (such as U-Haul or Ryder) or a commercial carrier (if you provide all or part of the labor involved). Small-package services such as UPS or Federal Express cannot be used in the DITY program.

2. Before you move, you will need to fill out some paperwork. Contact your transportation office for details and assistance in filling out the proper forms. The transportation office will counsel you

before authorizing a DITY move. This is important because failure to obtain authorization means you will not get the cash incentive.

3. You will have to get weight tickets for all vehicles used in the DITY move. They must include identifying information such as gross (total) and tare (empty vehicle) weights, your name, social security number, vehicle identification number, scale location, weight master's signature and date issued.

4. You will have to consider insurance coverage. Since a DITY move is not considered to be within the scope of your employment, you could be held liable in case of an accident.

5. After the move, you will have to complete and return all pertinent paperwork to the transportation office within 45 days. You will want to make copies for yourself, too.

While the incentive exists, DITY moves take planning. Contact your transportation office for details and a look at NAVSUPINST 4050.62D, which addresses DITY moves.

A tale of two



Story by Patricia Oladeinde,
photos by PH3 Sam Dallal

Senior Chief Navy Counselor Drexel Mitchell and Boatswain's Mate 2nd Class David Miller have never met; they probably never will. Yet, they share a bond that will probably link their worlds for a lifetime. Both Sailors have family members enrolled in the Exceptional Family Member (EFM) program.

Established in 1987, the program identifies family members servicewide who have special educational and medical needs. It flags Sailors' records so detailers

assign members to accompanied tours only in locations that have the resources to handle the needs of the EFM. And the EFM program provides Sailors and their families with information on schools, foundations, organizations and other government programs available to help with special education and medical needs.

Enrollment in the program is not optional. That was decided by then-Chief of Naval Personnel ADM Mike Boorda. Service members are required to enroll as soon as a special need is known and at least nine months prior to projected rotation date (PRD).

For Mitchell, assigned to the Bureau of Naval Personnel, Arlington, Va., enrollment in the program came just after his son, Drexel Jr., went to his 24-month well-baby appointment. The pediatrician noticed something was wrong with the baby's motor skills. A team of doctors tested Drexel Jr., but couldn't pinpoint exactly what was wrong with the toddler. The pediatrician recommended Mitchell extend his PRD until his son's condition could be diagnosed.

After further testing, doctors determined Drexel Jr. suffered brain damage from a seizure he had. Mitchell learned his son faced a permanent learning disability and turned to the EFM program for help.

"Since I'm a Navy counselor, I already knew about the EFM program," Mitchell said.

"I never thought in my wildest dreams the EFM program would apply to me," said Mitchell, a 17-year Navy veteran who routinely recommends the program to other Sailors as part of his job. "No parent wants to

Navy program eases worries for family members

families

◀ Six-year-old Justin enjoys riding his bicycle and playing football with his father.

▶ Drexel Mitchell Jr., said he likes school, especially his two friends Duane and Princess.

look at [a] child and have to think or say, 'This is my child [who] may never be a doctor or a lawyer, or [who] may be at home for the rest of his or her life.' It's like all of your lifelong dreams for that child are instantly halted and you get a real different perspective on life," the Detroit native said.

'The Navy was thinking about the quality of life of its Sailors and ways to retain its best force when the program came on board.'

– Anne Allen

Miller, stationed with the Ceremonial Guard, Naval District Washington, D.C., and his wife Dawn, enrolled their 2-year-old son Justin in the EFM program before moving to the nation's capital. Dawn knew something wasn't quite right with her child when they were stationed in Long Beach, Calif.

"I'm a medic by profession," she said. "I noticed changes in Justin's ability to walk. His balance was off and he became listless. I told the doctors something was definitely wrong with my baby. His left eye was swollen and he was crawling instead of walking. His health seemed to be deteriorating in front of my eyes.

with special needs



My once-jovial child was struggling to do the simplest things. He couldn't climb a single stair.

"I began to feel helpless, but I knew I couldn't give up. I loved my child too much."

Justin was given a magnetic resonance image (MRI) test, and doctors discovered a 4.5 by 5 centimeter brain tumor. "Luckily the doctors caught it in time and performed brain surgery," said Dawn.

No matter what kind of disability the family member has, the EFM program helps ease Sailors' worries while encouraging them to concentrate on doing the best job they can. "Knowing the family is all right is one less worry our Sailors have to deal with," said



► As a Navy counselor, NCCS Drexel Mitchell has always known about the EFM program.

Anne Allen, assistant EFM program manager.

"The Navy was thinking about the quality of life of its Sailors and ways to retain its best force when the program came on board," said Allen.

"Keeping your personnel files accurate and up to date is crucial, especially for the detailers who plan ahead and look for the best place to station you before writing orders," said Allen.

When a file is current, the detailer can coordinate with the Sailor to ensure special medical and educational needs of the family member are met before the service member transfers.

"A lot of times, Sailors don't know they need to enroll in the EFM program until they have failed overseas screening," said CDR Glen Rovig, EFM program manager.

"Every military treatment facility has an EFM program coordinator to help Sailors enroll in the program. Coordinators provide forms, show you how to fill them out, review final copy for accuracy and send the package to the proper authority," said Rovig, a native of East Troy, Wis.

The enrollment process and Sailors' files are confi-

dential, but the files must be updated every three years or if there is a change in the family member's condition or home status.

A lingering myth about the EFM program is if you enroll, you'll get out of sea tours or overseas assignments. Think again. That won't happen.

"The program is designed to place our Sailors in areas that best meet their family's special needs," said Rovig. "However, it can't be used as an excuse to avoid sea duty or dodge unwanted tours, since the Sailor can be sent on an unaccompanied tour if the needs of the Navy require this. The important thing is that the family remains in an area where special needs can be attended."

The Millers and the Mitchells agree they have received excellent medical care from every area they've been assigned. However, the educational side of the EFM program is run slightly different. Parents have much more involvement with the process.

"When most parents come into my office, it's the first time they've had to deal with a situation of this kind. It's a whole new world for them," said Allen.

"I direct them to the state's education people. We provide parents with information from the National Information Center for Children and Youth with Disabilities (NICHCY), so whenever Sailors move to another state, they can contact that special education director to find out how the system works in that state and who is the local point of contact. They provide resource and referral material parents need to help place the family member in special education classes," said Allen.

Depending on the severity of the family member's condition, a social worker or education specialist may be assigned to work with the Sailor's family. However, the program does not relieve the servicemember of finding the best programs, schools and treatment.

According to Mitchell, the education side of EFM is



▲ BM2 David Miller, with his two-year-old-son, Justin, has been pleased with the referrals Justin's received through the EFM program.

much more efficient when the parents are involved.

"When Drexel was 2 years old, the school system did a great job of placing him, but now, at age 12, he's harder to place because his age doesn't necessarily match his ability."

Dawn Miller, on the other hand, is quite pleased with her son's accomplishments. "At age 6, Justin is only one year behind in school, but he's catching up," she said. "The most important thing is — he's alive."

The Millers and Mitchells may never meet, but the EFM program has united them and other families like them who will need the assistance and support the program has to offer. ‡

Oladeinde is a staff writer and Dallal is a photographer for All Hands.

Special help for special needs

-- EFM program managers are located at major military medical facilities, Family Service Centers and BUPERS. They will help you with EFM forms and enrollment.

-- The National Information Center for Children and Youth with Disabilities at 1-800-695-0285 can give you lists of special education and medical services and resources for the state where you live.

-- The CHAMPUS or health benefits advisor at your local military medical facility can help with medical payments. The Program for the Handicapped, a CHAMPUS program, will pay up to \$1,000 a month for therapy, equipment and treatment of your special needs family member.

-- Your local insurance company may offer a CHAMPUS supplemental policy for special needs family members.

-- Local chapters of the Easter Seal Society can refer you to Early Intervention Programs for infants and toddlers. Some chapters also loan out special equipment for handicapped children.

-- The Department of Special Education in your local school system can outline programs available for your special needs child. In some cases, there are special adult education programs available as well.

-- Parents Are Vital in Education (PAVE) at 1-800-572-7368 offers Specialized Training of Military Parents to help you understand special education programs.

-- Department of Defense Schools at (703) 696-4386 can tell you what special education programs are offered at overseas duty stations.

Note: If your command needs information on the EFM program including videos, pamphlets, resource or referral material, contact the

Exceptional Family Member Program Manager

Bureau of Naval Personnel
EFM Program (PERS 662D)
Washington, D.C. 20370-6620

Telephone

DSN: 224-1480, 223-3308/09/10,
(703) 693-3308/09/10 or
Toll-free 1-800-527-8830;
FAX: DSN: 223-6471 or (703) 693-6471.

Bearings

Stars shine aboard *Constellation*

There were no unexplained phenomena to investigate, but that didn't stop cast members, producers and writers from the popular television shows "The X-Files," and "Baywatch Nights" from visiting USS *Constellation* (CV 64).

The stars were in Vancouver, Canada, to play in a celebrity charity softball game when they saw the giant, gray warship anchored in North Vancouver Harbor. The actors and writers contacted the American Consulate, who arranged for them to come aboard and meet *Connie's* crew.

"They were impressed by the people in the Navy and picked up some ideas for future shows," said Photographer's Mate 3rd Class David W. Hoffman, who is assigned to the ship's photo lab and escorted the producers and screenwriters from "The X-Files." Hoffman also took photos of the guests with members of the ship's crew.

Angie Harmon, of "Baywatch

Nights," chatted with crew members and posed for photos.

"This is so awesome!" she exclaimed while touring the ship's hangar bay and flight deck. "I can't believe the size of the ship."

The crew was treated to another superstar sighting as Tim Allen, star of ABC's top-rated sitcom "Home Improvement," and some of the show's producers and writers, scouted the carrier as a possible setting for a future show.

Everywhere he went aboard the 88,000-ton warship, Allen was greeted by "more power" fans and autograph seekers. He visited the carrier's major operation centers, including the flight deck during

flight operations, a main machinery space, the combat direction center and the bridge.

Allen also steered the ship's helm, shot machine guns, launched smoke grenades from the fantail and even gave the signal to launch CAPT



U.S. Navy photo

▲SN Kenyarta Stathums of Deck Department gives "Home Improvement" star Tim Allen some tips at the helm of USS *Constellation* (CV 64).

▲Angie Harmon of the television series "Baywatch Nights," along with other guests, listens to LCDR Jim Sweeny of Sea Control Squadron 38 explain how carrier flight operations are conducted.

Marc Ostertag, *Connie's* commanding officer, off the ship in an F/A-18 *Hornet*.

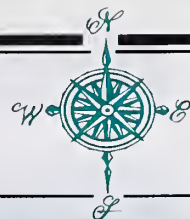
Allen ate dinner with the crew and appeared on the ship's closed circuit television station. Allen told crew members, "We had no idea there's so much danger involved in your work. All of you do a marvelous job of making something extremely dangerous look routine."

Allen wants to tape an episode of "Home Improvement" on the San Diego-based carrier this summer. ‡

Story by JO2 Jason Emerson and JO3 Russell Fleming, assigned to USS *Constellation* (CV 64) public affairs office.



Photo by PH2 Ed Berard



Touring Thailand with Japanese drum troupe

Storekeeper 3rd Class Stephanie Guida, stationed at Naval Air Facility Atsugi, Japan, recently traveled to the River Kwai in Thailand, as a member of a Japanese *taiko* drum troupe, to dedicate a World War II memorial. Guida, the only American in the troupe, has been playing the ancient Japanese barrel drums since 1991.

"I went to the University of California at Davis as a music major," said the 26-year-old native of Santa Rosa, Calif. "In 1991 we had an Asian-Pacific Week celebration on campus and I saw a *taiko* group playing. I was captivated."

According to Guida, there's a lot of *taiko* in California. She found a group nearby and picked up the drumming technique.

She joined the Navy after graduating college because she wasn't

sure what career path she wanted to pursue. Having been bitten by the Japanese culture bug, she harbored a dream of serving in Japan.

After finishing boot camp and apprenticeship school at the top of her class, she was given her first-choice assignment in Japan. Guida joined the *Sagami Ryuo* drum team a month after her arrival.

The troupe President, Fumio Ochiai, is visibly proud of Guida, both as a drummer and as an American Sailor.

"Stephanie-san greatly contributes to U.S.-Japanese friendship," he said. "We wanted her to wear her Navy uniform for the reception in Thailand."

So far, the Thailand trip is the pinnacle of Guida's time in Japan.

"I felt honored to be included in a ceremony that was so Japanese in



U.S. Navy photo

▲ SK3 Stephanie Guida plays traditional Japanese *taiko* drums with fellow drummer Noboru Noguchi for a dedication of a World War II memorial at the River Kwai in Thailand. Her troupe plays at numerous Japanese festivals.

nature," she said. "It was something I'll never forget."

Story by P. Warnken, assigned to the public affairs office, NAF Atsugi, Japan.

Sailor's quick action halts fire

The quick and daring actions of 20-year-old Airman Larry Moore, an aircraft handler from Mount Pleasant, Mich., assigned to Antarctic Development Squadron (VXE) 6, kept a fire from destroying fuel tanks and a ski-equipped LC-130 aircraft. Moore also prevented the loss of a snowmobile and a tracked vehicle on the Williams Field ski-way at McMurdo Station, Antarctica.

Moore noticed the fire in the runway's fuels shack, about 20 feet from the runway's fuel-storage tanks. After reporting the fire to his supervisor, he grabbed a fire extinguisher and drove back to the burning fuels shack.

He saw the fire was out of control, but quickly located a chain

and tractor, hooked the chain to the sled the building sat on and quickly towed the blazing building away from the fuel tanks and aircraft.

"It just popped in my head that I had to get that building out of there or there [would] be mass destruction. Flames started coming out of the roof as I headed up to it and that's when I got really scared. I thought I was going to be a dead man," said Moore, who has been in the Navy only nine months.

"That was a pretty brave thing to do - extremely brave under the circumstances," said Deputy Fire Chief Mark Puollman of the Antarctic Fire Department. †

Story by JOC Brady Bautch, assigned to the public affairs office, Naval Support Force Antarctica.



U.S. Navy photo

▲ AN Larry Moore stands on the tractor he used to tow the burning building away from nearby fuel tanks.

Around The Fleet ...

Seabees ...

U.S. Naval Mobile Construction Battalion 5 recently deployed a 14-person detail to begin operations at the Commander in Chief Atlantic Fleet (CINCLANTFLT) compound. Nicknamed "The Professionals," they have established a permanent Norfolk-based detail site for battalion Seabees. The first crew has 10 builders, two equipment operators, one steelworker and one construction electrician.

The team has undertaken projects such as removing 4,500

feet of chain-link fence, landscaping, building and replacing dumpster screens and pads and working with the local Public Works Center to convert some barracks into office spaces.

Chief Builder William Hubbard, the detail's officer in charge, said one of their biggest challenges was establishing the detail with only one week's notice. "We had to work out the logistics of establishing the detail site, such as communication and transportation. We're putting in a lot of working hours, but morale is great." †



Awards ...

Two weeks after arriving in the Arabian Gulf in support of Operation *Southern Watch*, the crew of USS *Nimitz* (CVN 68), homeported in Bremerton, Wash., learned of the ship's selection as the most combat-ready aircraft carrier in the Pacific Fleet.

After completing a one-year repair period at Puget Sound Naval Shipyard in Bremerton, *Nimitz* launched into work-ups for sustained at-sea operations to earn the Navy Battle "E" award.

Additionally, departmental Battle "E" awards were presented individually to air, aircraft inter-

mediate maintenance, deck, engineering, medical, navigation, operations and weapons departments. Habitability and the damage control organization were also recognized with the awards.

Petty Officer 3rd Class Mitchell Wilber of Greenville, S.C., a member of the air department's fuel lab who randomly tests samples from the ship's 3.5 million gallons of jet fuel for contaminants, said, "It's a symbol of the crew's hard work and dedication to get the job done. It was tough [to earn], but well worth it." †

YMCA ...

The Armed Services YMCA marks its 135th year of providing services to U.S. Armed Forces personnel and their families this year.

The National Board, headquartered in Springfield, Va., will celebrate the anniversary by expanding its network of programming and services.

The organization supports junior enlisted men and women in the armed forces. Programs are offered to help both single and married personnel.

Core programs include child development, outreach to young couples and parents, respite care for new parents, singles programs, employment training skills for young spouses, parenting and couples workshops and recreational opportunities.

"With the downsizing and restructuring of DOD," said Charles E. Shearer Jr., the organization's chairman, "providing a helping hand to the young people in the armed forces has never been more important." †



U.S. Navy photo

Competition ...

A human-powered submarine, designed and built by volunteers from Naval Surface Warfare Center (NSWC), Annapolis, Md., captured fourth place in the overall performance category of the 4th International Human Powered Submarine Races held recently at NSWC, Carderock Division, Bethesda, Md.

The 15 engineers and tradesmen volunteers competed against a fleet of 12 other submarines from universities and high schools in the United States, Mexico and Canada.

Their 400-pound, 13-foot submarine, SSH-22 *Mermaid*, recorded a speed of 4.37 knots over the 100-meter course. *Mermaid* also placed first in the independent organization category and won the award for best use of composite materials.

The submarine was operated by a two-man crew, navigator Tim Cullis and propulsor Steve Bridgeman. The subs were "wet," meaning they were filled with water and team members wore scuba gear.



Designers of the submarine *No Problems* prepare their craft for a trial run before the race. *No Problems* was designed and built at Winston Churchill High School, Pottomac, Md., and won the event's Spirit of the Races Award.

The winner of the race's Overall Performance Award was *Cape Fear* from Cape Fear Community College, Wilmington, NC.

Sometimes dubbed the "soapbox derby of the sea," the biennial race is sponsored by the Foundation for Underwater Research and Education. Designed to inspire students and professionals in various engineering disciplines to learn more about underwater technology

advancement, the races were first held off the Florida coast in 1989.

The 1995 event marked the first time the competition was held indoors. Most of the subs benefited from this controlled environment, especially Tennessee Technological University's entry, *Torpedo II*, which set a world speed record of 5.359 knots. ‡

Contest ...



Annual Essay Contest

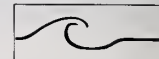
Winners of the Eighth Annual U.S. Marine Corps Essay Contest, sponsored by the U.S. Naval Institute, will receive cash prizes of \$1,000, \$750 and \$500. The three winning essays will be published in the monthly *Proceedings* magazine. Some entries not awarded prizes may also be published and their authors compensated at regular rates.

Anyone may enter. Essays must be postmarked by May 1, 1996, and should explore current issues and/or new directions for the Marine Corps.

Entries must be original, no longer than 3,000 words and typewritten, double-spaced, on 8 1/2- by 11-inch paper.

Include address, telephone number, biographical sketch and social security number with each entry and mail it to Editor-in-Chief, *Proceedings* (USMC Contest), Naval Institute, 118 Maryland Ave., Annapolis, MD 21402-5035.

The Naval Institute Editorial Board judges the essays and will notify the three award winners by mail on or about July 1, 1996. ‡



Hospital Corpsman 1st Class (AW) Craig Mace, assigned to the Respiratory Therapy Section of Naval Hospital, Corpus Christi, Texas, received the Corpus Christi Star Award for leadership in volunteer services. As chairman of the hospital's volunteer action team, Mace was responsible for more than 75 projects involving 400 volunteers and 8,000 hours of community service.



Electrician's Mate 1st Class (SW) Dale Shikegane was meritoriously advanced under the command advancement program. Shikegane, a native of Smithtown, N.Y., was selected for his professional achievement, personal dedication and high moral character. Shikegane is currently assigned to USS *Monongahela* (AO 178), based in Norfolk.



Yeoman 1st Class (AW) Clarence C. McCallum was named Naval Reserve Center Dallas, 1995 Sailor of the Year. McCallum, a native of North Carolina, has an Associate's Degree in Public Service and a Bachelor's Degree in Criminal Justice. McCallum is also the Reserve Center's Campaign Drug Free coordinator.



Radioman 1st Class (EOD/PJ) Antonio Diaz was named Explosive Ordnance Detachment Mobile Unit 8's Sailor of the Year for FY95. The New York City native is currently stationed at Naval Air Station Sigonella, Italy. As leading petty officer for his detachment, Diaz serves as jumpmaster/drop zone safety officer, range safety officer, small arms instructor and dive supervisor.



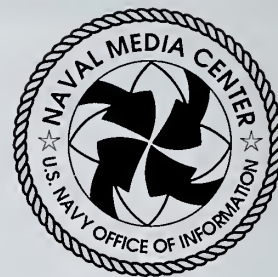
Boatswain's Mate 2nd Class Kimberly J. McIvor, was named Enlisted Person of the Quarter at Naval Legal Service Office, Mid-Pacific, Pearl Harbor. The Coral Gables, Fla., native has been involved in various building improvement projects including hand-drawing and painting the command and Judge Advocate General Corps emblems within the building.

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Scenes like this were played out many times during the homecoming of the USS America in Norfolk, Va., on 24 February 1996



NAME: PRAN Shawna D. Roberson

ASSIGNED TO: Aircraft Intermediate
Maintenance Department (AIMD)
Parachute Rigger's Loft, Mayport, Fla.

HOMETOWN: Quapaw, Okla.

JOB DESCRIPTION: Inspects, repairs and packs survival gear (parachutes, life preservers and life rafts).

ACHIEVEMENTS: Selected as Junior Sailor of the Year 1995, Naval Station, Mayport, Fla.

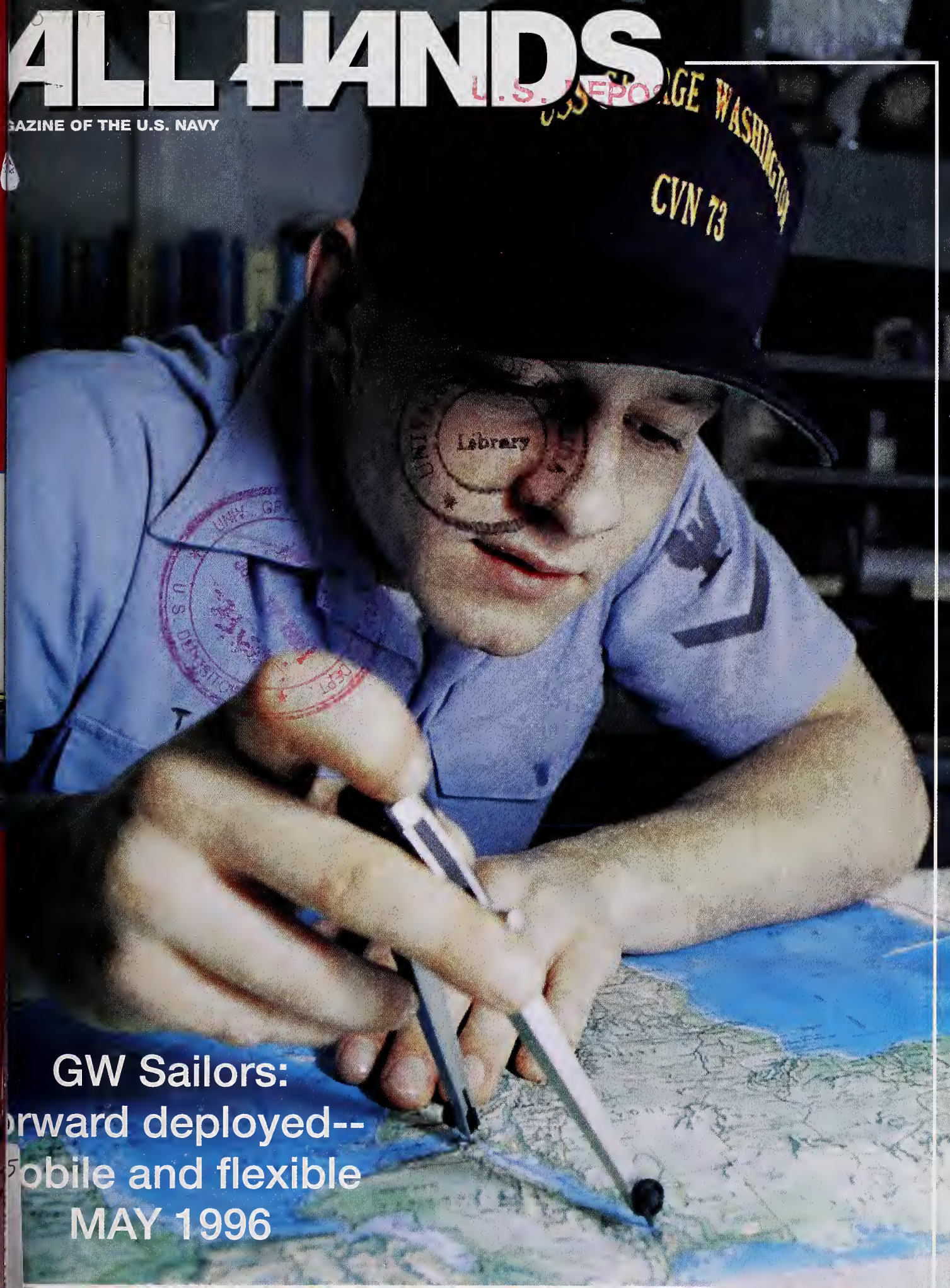
HOBBIES: Horseback riding, playing softball

BEST PART OF THE JOB: "I take my job seriously, knowing that I may save people's lives."

KEY TO SUCCESS: "Do your job, do it right and anytime you have an opportunity to better yourself, do it."

ALL HANDS

MAGAZINE OF THE U.S. NAVY



GW Sailors:
forward deployed--
mobile and flexible
MAY 1996

Make a wish

The U.S. Navy and the *Make-a-Wish* Foundation teamed up to make a dream come true for Sean Kornegay. The Benito, Texas, teen-ager, who has Non-Hodgkins Lymphoma, experienced a carrier landing aboard USS *Constellation* (CV 64) at sea and helped out with flight operations during his recent two-day tour of the ship. †



Photos by PH2 Felix Garza

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Front Cover: QM3 Jonathan Tipa of Falls Church, Va., practices navigational tracking aboard USS *George Washington*. (Photo by PHAN Joe Hendricks)

Back Cover: U.S. Navy photos



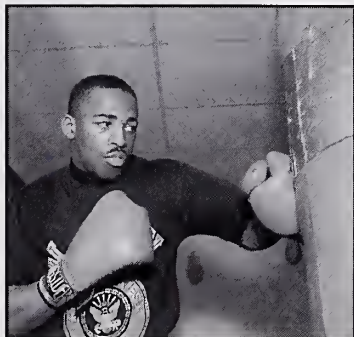
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hot info

■ The Bureau of Naval Personnel's (BUPERS) Interactive Voice Response (IVR) system provides personnel information that Sailors want to know most — 24 hours a day — without the need to speak to a live person.

Through the IVR system, callers can access information concerning advancement results, orders, personnel requests, retention and Fleet Reserve (retirement) information.

BUPERS is working on a new plan to extend access to all Sailors regardless of geographic location. Currently, only CONUS-based Sailors can reach the BUPERS toll-free IVR line by dialing 1-800-NAVY-789. Sailors who call the number may either retrieve their own personnel information through digitized speech feedback from a BUPERS database, or connect to their detailer if they have follow-up questions. Using the toll-free service is much cheaper than accepting collect calls.

More information is available from the BUPERS Communications and Information Retrieval for Distribution section (PERS 4G2) at DSN 224-3368 or (703) 614-3368. ‡

■ Mobile dental vans are now at seven pierside locations to provide routine dental care to Sailors, according to the Bureau of Medicine and Surgery.

Naval Dental Centers (NDCs) at Bremerton, Wash.; Norfolk; Jacksonville, Fla.; Pearl Harbor, Hawaii; San Diego; Naples, Italy; and Roosevelt Roads, Puerto Rico; can send a van to a command's front door, or brow. Fillings, cleanings and exams can be handled by a van closer to the deckplates based on a review of dental records at the NDC or at the request of the command master chief or commanding officer. Sailors needing more involved or specialized procedures are referred to the dental treatment facility.

Naval Dental Center Norfolk and San Diego have three vans, Jacksonville has two and the other centers have one each. Bremerton's van has one dental chair, but the rest have two chairs. All are staffed by one dental corps officer and two dental technicians.

Sailors can be seen for a routine 15-minute examination and X-ray appointment or can be scheduled for longer periods if they need a cleaning or fillings. ‡

— Bureau of Medicine and Surgery

awards

ATTENTION: Bosnia vets

■ The NATO Medal and the Armed Forces Service Medal have been awarded for peacekeeping operations in Bosnia.

The NATO Medal is a foreign award. In addition to geographic presence criteria, you must be under NATO command or control and/or in a direct support role for a limited number of commands. Eligibility criteria and instructions for the NATO Medal can be found in NAVADMIN 297/95.

The Armed Forces Service Medal is a new award that may be issued to service members participating in Bosnia operations. The award is designed to fill the gap for military operations other than war. Eligibility criteria and a list of eligible ships and units can be found in NAVADMIN 057/96.

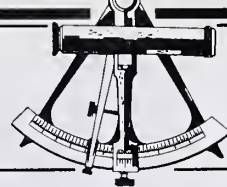
For more information call the Awards Board at (202) 685-6530/34/35.



U.S. Navy photo

If you're eligible for the Sea Service Deployment Ribbon, in addition to current requirements, you can now earn the award after completing two 80-day or longer deployments in a 12-month period. This change applies to deployments on or after Oct. 18, 1991.

The new policy will be included in the next revision of the Navy and Marine Corps Awards Manual.



HARP duty

■ Interested in returning to your hometown to share your Navy experiences? The Hometown Area Recruiting Program (HARP), which was traditionally for Sailors who had recently completed recruit training, is now available to all Sailors.

The Bureau of Naval Personnel has lifted the age limits on the program to allow more experienced Sailors to assist recruiters in their hometown by visiting friends and community leaders.

The program has proven effective for all Sailors, but critical manning in certain ratings has prompted a request for volunteers from the following to participate: ABE, AE, AW, CM, CTA, CTT, DS, ET, ET(SS), FC, GSE, GSM, JO, MM(SS), OS, RM, SM and STS. Nuclear field and TAR Sailors are also desired.

For more information, visit your command career counselor or see OPNAVINST 1300.16A or NAVADMIN 045/96. ‡

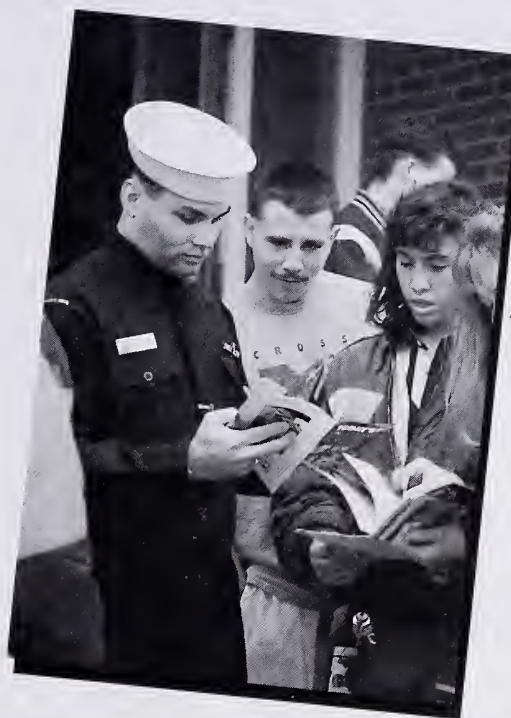


Photo by JO1(AW) Michael R. Hart

ratings



ML
Molder



PM
Patternmaker

■ The Secretary of the Navy recently approved disestablishing the Patternmaker (PM) and Molder (ML) ratings, effective Oct. 1, 1997, because of the changing needs and ship force structure within the Navy.

Chief of Naval Personnel VADM Skip Bowman released NAVADMIN 039/96 to let the 300 MLs and PMs, and their chains of command, understand the procedures to follow to prepare for the future.

The last competitive cycles for MLs and PMs who have not converted to another rating will be the E-8/9 Selection Boards in March 1997 (only affects MLs); the E-7 examination in January 1997; the Chief Petty Officer Selection Boards in July 1996 and July 1997; and the Navywide petty officer examinations through March 1997. After these cycles, MLs and PMs must compete for advancement in new ratings.

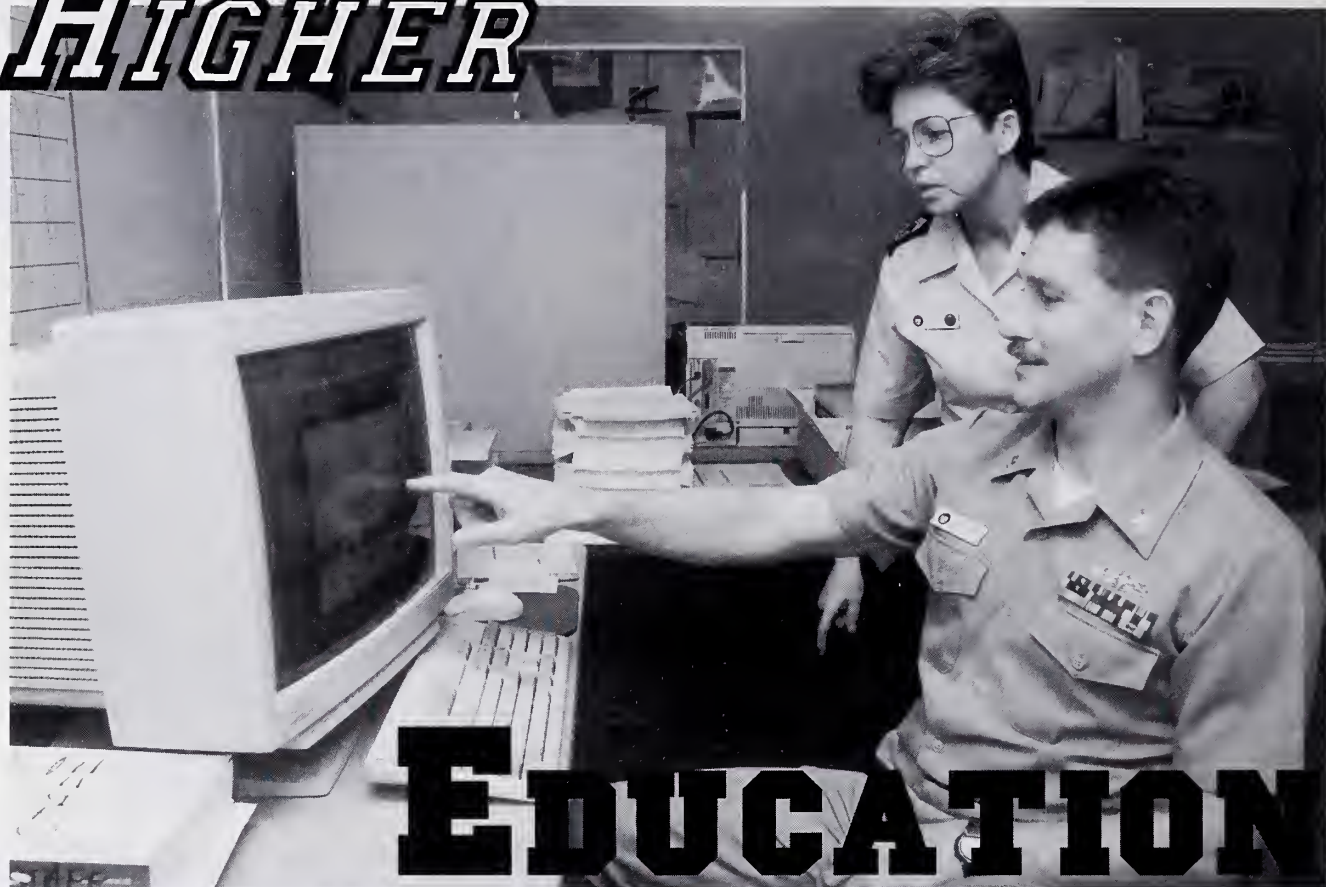
All MLs and PMs should submit conversion requests reflecting three prioritized rating choices (using the ENCORE/FORMAN system) before Oct. 1, 1997. Qualified MLs and PMs are eligible to

request conversion to any Career Reenlistment Objectives (CREO) Group 1 rating. The Master-at-Arms and Navy Counselor offer outstanding advancement opportunities. MLs and PMs may also request any CREO Group 2 rating. Requests for conversion to a CREO Group 2 rating will be considered on a case-by-case basis. Excellent career opportunities exist in the builder rating for senior PMs (E-5/6) with construction experience and for all junior PMs (E-4 and below). MLs and PMs who do not request conversion before Oct. 1, 1997, will be converted to the Hull Technician (HT) or Machinery Repairman (MR) ratings.

For more information, call the Hull Mechanical and Electrical Enlisted Community Manager (PERS 221G) at DSN 224-6501 or (703) 614-6501; the ML/PM Rating Detailer (PERS 402DE1) at DSN 227-4868 or (703) 697-4868; or the Conversion Program Manager (PERS-255) at DSN 223-1329 or (703) 693-1329.

More information is available in NAVADMIN 039/96. ‡

HIGHER



EDUCATION

From SEA to shining sea

Story by JOCS(AW) Gwyneth Schultz, photos by Ron Fontain

This is a leadership finishing school," said Master Chief Operations Specialist (SW) A.C. Ottaviani, director of the Navy's Senior Enlisted Academy (SEA), in Newport, R.I. "We've been training people to become command master chiefs since we opened the doors 14 years ago. We're not here to make command master chiefs — they make themselves. We're here to make them better."

All command master chiefs (CMC) and chiefs of the boat (COB) must graduate from the SEA before reporting to their first assignment. The academy is open to chief and senior chief petty officers, also.

During the course, students must complete 11 written assignments, eight oral presentations, facilitate at least two student-led discussions and complete classes in human behavior, total quality leadership, national security affairs and other Navy programs.

Each class also completes a major project dealing with quality-of-life issues affecting Sailors. This project is more than just an academic exercise. Recent assignments resulted in recommendations that were incorporated into the Navy's new evaluation system

and changes in the command master chief handbook.

Staff member Yeoman 1st Class (SS) Oscar Martinez sees nearly all the students the day they check in with orders in hand, and again the day they check out to pick up their records and plane tickets.

"When they come here, some students feel anxiety as well as excitement," said Martinez. "When they leave here, they are better than before and will have a positive impact on the fleet."

Positive influence is what the school is all about.

"Every master chief dental tech I ever talked to said this was the best Navy school ever. They were right!" said Senior Chief Dental Technician (SW/AW) Timothy W. Fox. "I've been to a lot of continuing education courses and this is the best all-around self-improvement course I've ever attended!"

Ever since he was a young petty officer, YNCS(SW) Daniel P. Hartman wanted to attend the academy.

▲ "We don't create the curriculum to be memorized. We create it to generate thought and stimulate ideas," said Air Force Senior Master Sgt. Annie O'Neill, curriculum and instructional standards officer at SEA. Here, she answers a student's question.



▲ YN1(SS) Oscar Martinez, of San Antonio, discusses some administrative paperwork with HMCS Donna Williams, a Huntington, N.Y., native.

"When I was stationed at REDCOM [Naval Reserve Readiness Command] 13, I'd talk with the master chiefs and senior chiefs. They gave me the impression this was where you could get the finishing touches on leadership. When I made senior chief, I applied right away and I was going to keep on applying until I got accepted.

"The quality of the leadership here astounds me," said Hartman. "I expected good people because of the intensive screening, but this really amazed me. It reinforces and reconfirms my feelings about the high quality of the CPO community!"

"I didn't think I needed this," said Master Chief Radioman (SS/SW) Efren S. Pascual, "but after a week



▲ UCCM(SCW) Robert Bruff, of Grand Rapids, Mich., is one of several instructors who help senior enlisted Sailors refine their leadership skills at the Senior Enlisted Academy, Newport, R.I.

and a half, I discovered two very important things. First, you learn from your peers. You get a different perspective on how problems are solved. And second, this place brings you back to ground zero. When we're up in the CPO quarters, we sometimes forget what's happening down in the crew's berthing," said the two-time COB and CMC.

After they complete the nine-week class, the 60 or so graduates will head for their new assignments or return to their commands. Their rewards add up to more than a nice diploma and 18 college credits. Graduates also take with them lasting friendships, new information and invaluable sources of help for the future, as they head for duty stations around the world and across the armed forces.

"If there was one thing I'd say about the Senior Enlisted Academy," said Ottaviani, "it's that this place is probably the most challenging and frustrating, but rewarding educational experience that any Sailor can have." †

Schultz is assigned to the Naval Media Center, Washington, D.C., and is a graduate of the Senior Enlisted Academy.




For many Naval Postgraduate School (NPS) students, the school's "enlisted professors" make a big difference in their education. Sailors assigned to the school in Monterey, Calif., work as technicians in laboratories and teach graduate students servo control systems, radar, direct current converters, computer war games, microwave signals and a variety of other subjects.

Story and photo by JO1 Diane Jacobs

"On graduation day last quarter, a student came up

Enlisted Professors



◀ EW1 Frederick Chang assists LT Shenae Morrow with basic soldering in the electrical circuit lab. Morrow, a liberal arts major in college, is working on a master's degree in information technology management. Getting first-hand instruction on electrical circuits will help her understand the basics of communications systems when she returns to the fleet.

to me and [thanked me]. He told me he wouldn't have been up on the stage graduating if it weren't for us teaching in the labs," said Chicago native, Electronics Technician 1st Class Malachy Flisk, a lab technician in the servo control lab.

"We couldn't get our labs done without them," said electrical and computer engineering student, LCDR Alan Pietruszewski.

Learning the ins and outs of students' problems comes with on-the-job training, some of it from the fleet. Electronics Warfare Technician 1st Class Frederick Chang, from Lihue Kauai, Hawaii, has worked on electrical circuits on 10 ships.

"Teaching circuits is nothing new to me," said Chang. "But, what is new, is seeing students take what they've learned, and then applying it to research projects that affect tomorrow's Navy."

Each of the enlisted professors has years of experience working on a variety of shipboard equipment. However, the equipment at NPS is different from shipboard equipment.

"It's industrial, geared toward learning," said ET2 David Recker, who teaches in the power electronics lab. "Students take formulas they learn in class and apply them in the lab. They find that the formulas aren't 100 percent accurate. Power fluctuates, it's not

clear and clean. Textbooks give pictures of the perfect signal. It's not that way in the lab or in real life," said the Cleveland native.

Recker recalls a Marine Corps captain who worked on the power supply for the HumVee. Apparently, Marines out in the field frequently had to shut down their radios to recharge batteries. This left them temporarily without vital communications.

"This student created a system where a battery recharges itself with a continuous cycle," said Recker. "I helped him manufacture a mounting plate for the battery charger and do radio failure tests to check parameters. His project was a success. Now, there's no down time for the radio, meaning continuous communication for Marines in the field."

Not every graduate student has an engineering or electrical background. Some have finance, computer science or liberal arts backgrounds.

For LT Shenae Morrow, a liberal arts major now studying information technology management, the enlisted lab technicians gave her a whole new outlook on computers. "I'm learning how to build circuit boards, so I have a better understanding of the basics of communications systems. Someday I could be buying such systems for the Navy. If I understand this part of it, I'll be able to make better decisions," said Morrow, while soldering a board. "I've never even touched a soldering iron before this. Petty Officer Chang has really helped me. I couldn't [have done it] without his help." ‡

Jacobs is assigned to the Naval Postgraduate School public affairs office.

teach class

*Mentors
for future
Navy leaders*



Company

Story and photos by JO1(SW) Jim Conner

They're not professors, yet they teach students considered by many to be the cream of the crop — some of the brightest and most talented young minds in America. Known as Company Chiefs, these enlisted Sailors and Marines are mentors to approximately 4,000 midshipmen at the U.S. Naval Academy, Annapolis, Md.

"Company Chiefs are there to guide midshipmen throughout their tour at the Academy," explained Master Chief Intelligence Specialist James R. Mitchell, master chief of the Academy. "They also ensure the midshipman chain of command works and [they help with personal and professional matters]."

More than 600 civilian and military instructors teach midshipmen physics, engineering, mathematics and other sciences, but senior enlisted Sailors and Marines now provide a unique leadership perspective missing in other academic areas.

In 1991, five master chiefs and a Marine Corps sergeant major arrived to work with the brigade's six battalions.

According to Mitchell, the idea was so successful, two more senior enlisted Sailors and Marines were assigned to each of the six companies within each battalion.

Although Mitchell coordinates the senior enlisted leadership at the Academy, he doesn't separate himself from the midshipmen. "I talk with the mids every day and try to be approachable," explained the native of Carlsbad, N.M.

"If they have a problem, I work very tactfully to insert them back into the chain of command while nurturing them at the same time so they don't feel as if they are in trouble for seeing the master chief. It's important to teach these future leaders how problems can be solved within the chain of command."



◀ AZCS(AW) Charlene Boucher gives some pointers and last minute instructions to midshipmen before an inspection.

▼ SKCS(SW) Ricky W. Parker says the best part of his job is communicating with people. "I enjoy taking care of people and helping mold the future leaders of our Navy."



Chiefs

Midshipman 2nd Class Karl Kirkeby trains new midshipmen, known as plebes, when they first enter the Academy. He teaches his squad of 12 plebes the Code of Conduct and general orders of a sentry, as well as basic drill and ceremonies. Drawing from the experience of the Company Chiefs helps him a lot.

"The Company Chiefs are an essential [part] of the Academy," said Kirkeby, a 22-year-old LaCanada, Calif., native. "They give us a fresh perspective of what's going on in the fleet through the eyes of an enlisted person. They also provide us with options whenever there's a problem, instead of giving us the right answer, so we can learn for ourselves. Because of their many years of experience, I'm able to get advice on leadership issues such as how to get people to work together toward a common goal."

"I serve in a mentoring role to the midshipmen and try to steer them toward good leadership within the

company," said Senior Chief Aviation Maintenance Administrationman (AW) Charlene Boucher, of Columbia Falls, Mont.

Senior Chief Storekeeper (SW) Ricky W. Parker, a 37-year-old native of Lexington, Tenn., feels that Company Chiefs provide midshipmen with a feel for the enlisted community they will lead when they enter the fleet as officers.

"I teach them how to deal with people, which is one of the most important aspects of a good leader," he explained. "This job provides me with the unique opportunity to help mold the future leaders of our Navy. It's a win-win situation where everyone benefits — enlisted and officers." †

Conner is a staff writer assigned to All Hands.



A little refresher goes a long way

Sailors tackle FASTRACK at their own speed

Story and photos by Bill Dougherty

Sailors come to FASTRACK, a self-paced education program, for a variety of reasons. Some are making themselves more competitive for advancement. Others are polishing their academic skills, preparing for college.

These students want to improve in areas such as math and reading — and they're on a FASTRACK to do it. Just ask Chief Aviation Machinist's Mate (AW) Brad Fisher of Patrol Squadron (VP) 30, Jacksonville, Fla.

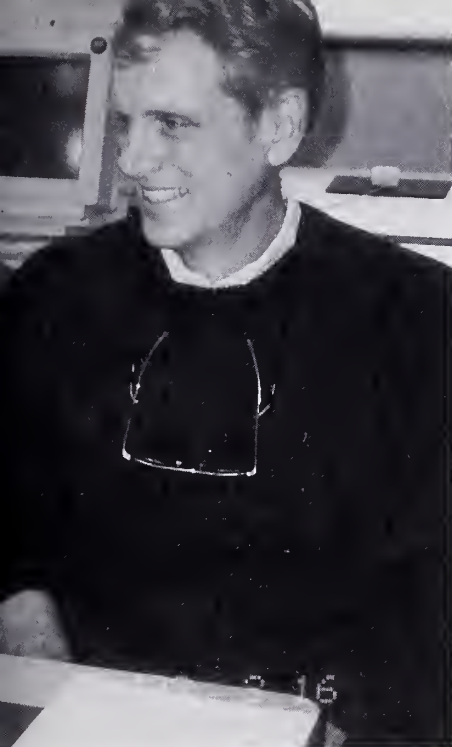
"I've integrated what I've learned into my job," said Fisher, who's working on math and English courses. "I used information I [got] from FASTRACK to help me explain a problem to one of my people at work. I just take them to the chalkboard and outline the problem and solution like I do for myself at the center. What I learn is not just [for] college credit, but information to help me with my college education, or use right now."

FASTRACK, which takes about 100 hours to complete, is a refresher program that helps students with language, math and reading skills. The only thing you'll spend on the program is your time.

In October 1994, NAS Jacksonville and Naval Amphibious Base Little Creek, Va., became test sites for Academic Skills Learning Centers. The centers were originally designed to help Sailors improve functional or "basic" skills. That's not the case anymore.

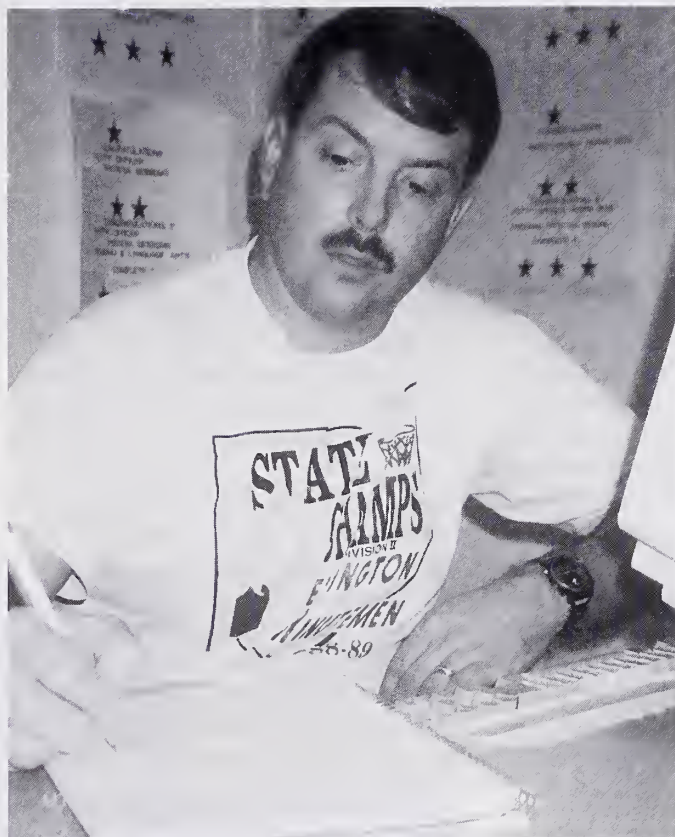
"We work on academic learning skills," explained Tony Broyles, NAS Jacksonville's Learning Center manager. "We allow students to improve their current abilities and achieve their personal goals at their own pace."

"I want to increase my ACT (American College Test) and ASVAB (Armed Services Vocational Aptitude



◀◀ AT3 John Garcia of NAS Jacksonville's Alcohol Rehabilitation Center applies the skills he learned at the Academic Skill Learning Center to complete his daily paperwork.

◀ HM3 Debra McLaughlin shows Tony Broyles, the Academic Skills Learning Center manager, something she learned during a lesson.



▲ MSC Mark Lamb works a math problem at the learning center.

ic Learning Centers will open at 50 more sites within two years.

"The next new site will open at Naval Training Center, Great Lakes, Ill.," said Kelly. "That will be followed by 11 more sites in the first six months of FY97."

Other sites include: NAS North Island, Calif.; Naval Shipyard Pudget Sound, Bremerton, Wash.; Fleet Activities, Yokosuka, Japan; Naval Base, Guam; Submarine Base, Pearl Harbor; Naval Station (NAVSTA) San Diego; NAVSTA Norfolk; NAVSTA Mayport, Fla.; NAS Atsugi, Japan; NAVSTA Naples, Italy; and NAS Sigonella, Sicily. ‡

Dougherty is assigned to NAS Jacksonville public affairs office.

Battery) scores to help me apply for BOOST (Broadened Opportunity for Officer Selection and Training) and EEAP (Enlisted Education Advancement Program)," said Hospital Corpsman 3rd Class Debra McLaughlin, who works at Naval Hospital Jacksonville.

"[ACT] is a requirement for BOOST and EEAP," said McLaughlin. "But I knew I was ready, thanks to FASTRACK."

How the program works depends on the student's needs. In FASTRACK, students control the pace of their program. However, according to Broyles, they need to be committed and goal-oriented.

"Our program crosses all borders," said Broyles. "You have men and women, junior and senior ranks, all here for the same purpose — to improve their ability to learn."

"I have two years until I retire and want to get ready to go to college," said Chief Mess Management Specialist Mark Lamb. Lamb said he's using FASTRACK to prepare for College Level Examination Program (CLEP) tests and the rigors of taking college classes.

Dr. Fran Kelly, director of the Navy's Voluntary Education Program in Washington, D.C., said Academ-



Protecting the Environment

George Washington cleans up

Story by AN Rob Schmeelcke

Furnaces have been used aboard naval ships for many years. At the turn of the century they burned coal, which allowed steam-powered ships to sail the seas in defense of freedom.

In today's Navy, there are other sources of fuel used to propel ships, but the furnace still remains in some ships. These furnaces feed on the huge accumulation of trash generated from our ships at sea.

Aboard the Norfolk-based aircraft carrier USS *George Washington* (CVN 73), the furnace is one of several sources used to combat the daily trash build up. This waste problem is being fought and won through the efforts of GW's envi-

ronmental waste disposal unit (EWDU).

"The furnace is only one of several disposal methods we have here in the EWDU," said Chief Machinist's Mate (SW) David Behringer leading chief petty officer of EWDU. "The furnace is capable of incinerating 30 bags of trash in only one hour."

GW is also equipped with pulpers, which dispose of food waste products, shred paper and thin cardboard.

Also on board are compressed melting units (CMUs). The CMU, reduces garbage cans full of plastic to manageable eight-to-10 pound "pucks." The pucks, which resem-

ble a manhole cover, are stored by GW's "A" division personnel until the ship enters port where the pucks are off-loaded and recycled.

"Our crew does a great job and deserves a lot of credit for working in an environment that is not always pleasant," said Behringer.

From the furnace to pulpers, shredders and CMUs, Sailors are ready to dispose of trash produced by GW's crew. With the motivated crew in the EWDU, GW is leading the Navy to a more environmentally safe world. ‡

Schmeelcke is assigned to USS George Washington (CVN 73) public affairs office.

"The furnace is capable of incinerating 30 bags of trash in only one hour."
**— MMC(SW)
David Behringer**

► The pulper is loaded to dispose of food waste products, shredded paper and thin cardboard.



U.S. Navy photo

Gunston Hall

Story by JO2 Steve Midkiff

reduces pollution

With increasing concerns about environmental pollution and ozone-depleting chlorofluorocarbons (CFCs), the Navy has developed an aggressive environmental protection and hazardous material disposal program, and the crew of USS *Gunston Hall* (LSD 44) is doing its part to keep the ship up to the new standards.

LT Mark Murphy, *Gunston Hall's* environmental protection and hazardous materials coordinator, ensures Navy policies and regulations concerning hazardous material and environmental protection are in place on board ship.

"We are training to implement the hazardous materials inventory and control system (HICS)," said Murphy. "This reduces the amount

of hazardous materials on board and creates an inventory computer model that allows Sailors to re-order what they need so they don't have excess material."

Gunston Hall also battles pollution through an aggressive program that separates all plastics from other trash.

These programs have been very effective in reducing hazardous waste and environmental pollution, but the use of ozone-depleting products has become a major concern for the Navy and the rest of the world.

"In a shipboard environment, trying to be environmentally friendly has been a learning process," said Murphy. "The

Navy is working diligently at creating viable solutions to ozone-depleting substances, plastics at sea and solid waste disposal. I think it will be a struggle and a learning process to break the habits of the past and become a friendlier Navy. But I think we will achieve this goal."

Gunston Hall Sailors are doing their part to make the Navy more environmentally friendly through shipboard environmental programs and participating in community projects such as the annual Clean the Bay Day. ‡

Midkiff is assigned to USS *Gunston Hall* (LSD 44) public affairs office.

**"In a shipboard environment, trying to be environmentally friendly has been a learning process."
— LT Mark Murphy**

◀ DC2 Augustina Jones of Brooklyn, N.Y., checks the HAZMAT labels during inventory.



U.S. Navy photo

Recycled pens-

Story by JO2 Jason Thompson

They're used for everything, from signing evals and taking notes to scratching a hard-to-reach itch or even stirring coffee. And there's always one Sailor in every office who constantly clicks away on one. Click-click. Click-click. Click-click ... They're everywhere, too: desk drawers, briefcases, shirt pockets and government vehicles. But, we usually can't find one when we really need it.

They are black government pens. Only now they're made from recycled plastic, so a Sailor signing his or her reenlistment papers now helps preserve the environment.

One Corning, Ark., native has used and lost his fair share of government pens. "I remember seeing those pens when I joined the Navy back in 1969," said Master

Chief Master-At-Arms (SW) Johnny J. Howell, assigned to Commander, Naval Surface Force, U.S. Pacific Fleet. "They've been around the Navy a long time — just like me."

But times are changing and so is the Navy. In 1993, the federal government called on Industries for the Blind, Inc., to develop a pen made from recyclable material. The pen manufacturer, who employs blind and visually impaired workers, began using post-consumer plastic.

"We've been making government pens for the last 15 years," said Chuck Lange, president of Industries for the Blind. "Now we've come up with a way to use recycled material instead of Earth's natural resources."

The process begins at home. Post-consumer plastic is bought from

SPECIAL REQUEST AUTHORIZATION
NAVPERS 13873 (Rev. 9-75)
SN 0106 LF 063-8633

The authority to request this information is contained in 5 USC 301, Departmental Regulation. The principal purpose of the information is to enable you to make known your desire for one of the four items listed or for some other special consideration or authorization. The information will be used to assist officials and

PRIVACY ACT STATEMENT
employees of the Department of the Navy in determining your eligibility for and approving or disapproving the special consideration or authorization being requested. Completion of the form is mandatory. Failure to provide required information may result in delay in response to or disapproval of your request.

NAME (Last, first, middle initial) SMITH JOHN D.

SHIP OR STATION USS UNDERWAY

DEPARTMENT/DIVISION 1ST DIV

NATURE OF REQUEST ☐ LEAVE ☒ SPECIAL LIBERTY

NO. DAYS REQUEST 4

FROM (Date and time) 5 MAY 96

MODE OF TRAVEL ☐ AIR ☐ TRAIN

DISTANCE (Miles) 4

REASON FOR REQUEST RESPECTFULLY REQUEST

LIBERTY FOR SAILOR

SIGNATURE OF APPLICANT [Signature]

SIGNATURE OF STANDBY [Signature]

I AM ELIGIBLE AND OBLIGATE MYSELF TO

EARNED LEAVE 8 MAY

RECOMMENDATION 3 MAY 96

DATE OF REQUEST 3 MAY 96

DATE OF REQUEST 3 MAY 96

SSN 123-45-6789

RATE BM2

DUTY SECTION/GROUP 3 OF 4

COMMUTED RATIONS ☐

write for the environment

communities with recycling programs, melted down and re-shaped into the form of the pen's barrel. Then the pens are assembled, packaged and shipped to the fleet and other government agencies. Eventually they reach the thousands of Sailors who use them — and some who lose them.

Yeoman 3rd Class Ronald Crump II, assigned to Norfolk's Fleet Technical Support Center, said he can't keep track of them. "It seems like I go through a couple of pens every day," said the Detroit native. "One minute I've got two or three handy, the next minute they're gone!"

In 1995, the Navy bought more than 11.6 million pens. Each writes an average of 2,500 feet and together could draw a continuous line circling the earth 220 times. The more than 10,000 recycled pens the Navy bought that same year is small by comparison, but it's a start.

One Sailor assigned to Commander, Carrier Group 2 said the Navy is heading in the right direction. "We're recycling just about everything these days," said Radioman 2nd Class (SW) Marlon B. Peavy, a native of Chicago. "Paper, foil and now plastic. It saves money and the environment."

And it makes sense. The plastic we would have tossed in the garbage five years ago is now used to make new products.

"Today, recycled materials are taken and reused instead of ending up in a land fill somewhere," added Lange. "The environment benefits — we all benefit."

Times are changing, but some things will never change. Sailors everywhere, from the United States to Japan to Bahrain, will

continue to sign, click and stir with black government pens. Now if we could only invent a way to keep track of them ‡

Thompson is a staff writer assigned to All Hands.



OLD

NEW



Specifications

NSN 7520-01-386-1604

* Manufacturer: Industries for the Blind, a non-profit company in Milwaukee. The work crew consists of more than 150 people, most of whom are either blind or visually impaired.

* It is the first major alteration the pen has undergone in 15 years. The only change to its design is the main body, which is now 100 percent recycled plastic.

* Stats

1. Height: 5 inches
Width: 1/4 inch
Weight: 2 oz. each
2. The Navy buys more than 11 million pens per year.
3. The factory produces an average of 100,000 pens a day.

If you are a Sailor or family member looking for a will, power of attorney, notary services or some sound legal advice, you've come to the right place.

The Navy Legal Service Office (NLSO), specifically the legal assistance department, provides countless services at naval installations around the world — all absolutely free.



Story by JO1 Ron Schafer

While the courtroom drama you see in the movies is part of the Navy's legal system, the legal assistance department deals with many issues not directly related to the military. According to Legalman 1st Class Joseph F. Elliott, leading petty officer of the legal assistance department at NLSO Norfolk, the silver screen can cause an identity crisis.

"That's just a small part of it," said the Sterling Heights, Mich., native. "[Courtroom action] just shows the defense side and/or the prosecution side of the Navy Judge Advocate General (JAG) Corps. On the legal assistance side, we serve the clients. We take care of their

wills, we prepare powers of attorney and provide legal assistance for minor criminal matters, such as traffic tickets."

You don't have to be in trouble to use NLSO. "The key to keeping your legal house in order is avoiding problems in advance," said Elliott. NLSO personnel routinely brief commands on the legal issues of which Sailors should be aware.

"We try to encourage preventive law," he said. "In other words, have your contracts read before you sign them. That could prevent going to court. Obviously, we have a lot of clients who wait until they've got problems before they come to us. In that respect, we try to be a problem-solver. But, we try to prevent

problems by encouraging them to come to us first."

LT Gordon H. Empey of Woodside, Calif., a legal assistance attorney at NLSO Norfolk, echoed the preventive law concept. Empey explained Sailors often make inviting targets for unethical businesses. In those situations, NLSO can help.

"There are an incredible [number] of people who prey on [Sailors] — car dealers, attorneys — all these people see somebody who doesn't know a lot about the law.

"[Sailors] will sign a contract and get into a situation before they know what they've gotten into. Then, all of a sudden, they're facing outrageous payment schemes or interest rates. We see divorce decrees or separation agreements where people don't realize they've agreed to waive parental rights or spend a fortune on support. There are many things we can do before you sign a contract or get into these types of situations," said Empey.

NLSO also helps with adoptions, income taxes, name changes, paternity, bankruptcy, child support

and landlord/tenant problems. While NLSO attorneys cannot represent clients in court, they are able to give valuable advice and information in most matters. Many NLSO offices send attorneys out to sea to serve the fleet.

"When battle groups or the amphibious ready groups are getting ready to deploy, Sailors realize, 'I don't have a will, I don't have a power of attorney. I need all those things,'" said LT Karen Giaimo, one of NLSO Norfolk's legal assistance attorneys. "The great thing about going to the ship is you get to interact personally with the fleet," said Giaimo. "You can go to the mess decks, address a large group all at once, teach them how to fill out will work sheets and

answer questions."

Although trying courtroom cases seems more glamorous, Empey said helping people has an attraction all its own.

"When I came in, I'd seen the movies," said Empey. "I thought I was going to be in court all of the time. But, within a couple of days, I could see what we were able to do here. When you see people come in here and you're able to help turn things around for them, it makes you feel pretty good. For me, it's one of the more rewarding things I could

be doing because, every single day, we help somebody." ‡

Schafer is a Norfolk-based staff writer for All Hands.



A Legal Checklist

— **Read the fine print!** The written word rules in contract law. In any type of contract or agreement, you may receive verbal promises. But, it's only what's written on the contract that matters.

— **Let an attorney read it.** Before you sign anything, bring it to your legal office — leases, contracts, any document. If you have any doubts, don't sign it. It takes about five minutes to look at something to tell you what you're obligating yourself to.

— **Separation agreements and divorce decrees.** See an NLSO representative before signing a separation agreement. Technically, Navy lawyers are not allowed to write a separation agreement for someone. But bring it by and let them read it.

Prior to Deployment

— Have a will before you go anywhere.
— Have a power of attorney so your spouse or your relatives can

deal with your personal affairs when you're away from home.

— Be aware of the Soldiers and Sailors Civil Relief Act. If you're scheduled to appear in court while on deployment, you can have your hearing postponed under federal law. If there is a default judgment against you while you're gone, you have protection.

— Make sure you name a specific beneficiary for your Serviceman's Group Life Insurance (SGLI).

Safeguard to the Rescue

Story by JO3 Robert W. Garnand, photos by PH1 Gregory G. Hilton

No one in the Navy or any other branch of service does anything close to what we do. We are the Navy's elite rescue and salvage team," said Gunner's Mate (Guns) 3rd Class Michael Porter, an Ahoskie, N.C., native.

USS *Safeguard* (ARS 50) de-beaches and tows stranded vessels, retrieves submerged objects from the ocean floor, lends fire-fighting assistance to ships and provides support for manned diving operations. Life on a salvage ship is highly demanding, said GMG2 (SW/DV) Greg Kurtz, from Simi Valley, Calif.

The *Safeguard* crew, along with Sailors of the diving systems detachment from the Navy's Deep Submergence Unit, San Diego, recently deployed two submarine rescue chambers (SRCs) on board *Safeguard*. LCDR Dan Kerns, officer in charge of the diving systems detachment said the SRCs will be submerged 400 and 850 feet in waters off La Jolla, Calif.

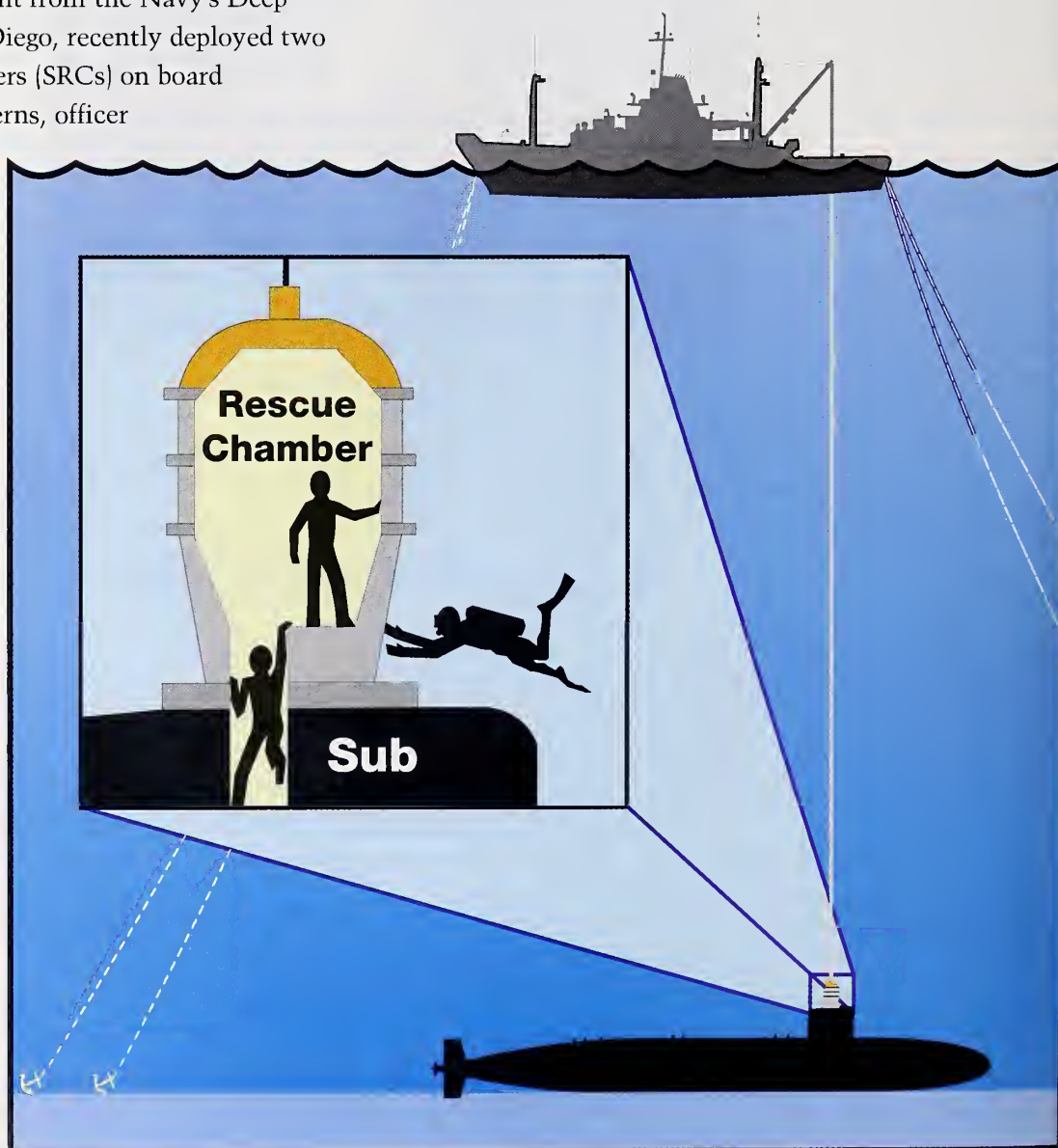
According to Kerns, SRCs need a stable platform to be lifted from the ship to the water or vice versa. *Safeguard* provides that stability.

"What really sets *Safeguard* apart from other ships is that it can be moored while at sea using its four anchors," said LT Don Cheramie, an engineering officer on *Safeguard*.

"*Safeguard* is one of only four ships in the Navy that can stay in one spot in the middle

of the ocean and hardly be affected by waves and currents," said the New Orleans native.

For submarine rescues, Kerns said the SRC must be placed directly above a submerged submarine. A diver attaches a wire to the submarine. The wire is hooked up to a winch on the SRC. Once on top of the submarine, the SRC forms a seal around the downed boat's escape hatch. Then the stranded submariners can come out of the escape hatch, through a hollow space and into the SRC. From there, *Safeguard* Sailors take the SRC back to safety on the ship.



Art by DM2 Brian Hickerson

► SN Troy Southhall, of Bertraville, La., talks with the bridge via sound powered phones onboard USS *Safeguard*.

While most Navy ships train to avoid disaster or inflict it on the enemy, *Safeguard* steams full speed toward mishaps. "We just completed an exercise where we set two large dumpsters filled with railroad ties and pallets ablaze inside a training ship, cast it off and let the fire get real hot," said LCDR David Belt, *Safeguard* commanding officer.

"When the overhead was about to glow, we made an approach in the open ocean and attacked the fire. Then we grappled alongside and put a full repair party on board to extinguish it," added the Panama City, Fla., native.

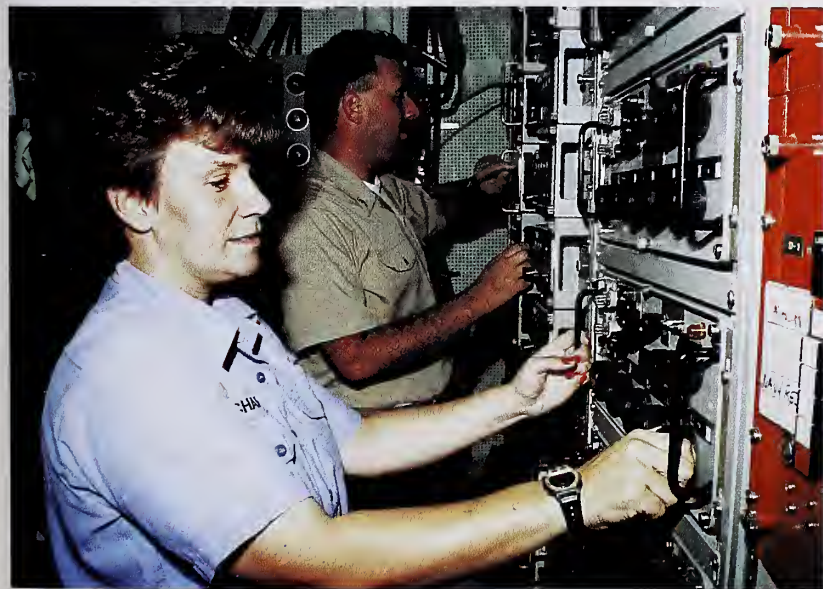
"Salvage sailors have to do what all sailors on larger ships do, like stand the same watches and pass the same inspections, but with fewer people," said Kurtz.

Whether they are performing underwater repairs to damaged ships at sea, fighting fires from alongside a ship



in distress or helping the diving systems detachment rescue stranded submarines, the crew of *Safeguard* are unique Sailors. ‡

Garnand is assigned to Commander Naval Surface Fleet Pacific. Hilton is assigned to Naval Submarine Training Center Pacific, Hawaii, public affairs office.



▲ RM2 Kristy Richardson, of Elk River, Minn., (foreground) and RMC(SW) Anthony J. Sorague, of Millilani, Hawaii, connect cables in radio central on board USS *Safeguard*.



Photo by JO3 Robert W. Garnand

▲ Crew members load a submarine rescue chamber onboard during a training exercise off the coast of California.

COD on deck!

Story and photos by JO1 Ray Mooney

COD on deck. Three thousand pounds of mail for the battle group." That announcement sends a ripple of excitement through Sailors on board every carrier in the fleet — courtesy of fleet logistics support VRC squadrons — the COD squad.

Carrier on board delivery (COD) defines the job and explains the nickname associated with these specialized squadrons. "Our primary mission is transporting high-priority cargo, passengers and distinguished visitors to and from the ships," said Aviation Structural Mechanic (Structures) 3rd Class Tom Baldwin, a VRC-30 crew chief.

VRC-30 is a COD squadron from Naval Air Station North Island, San Diego. And if you're haze gray somewhere in the world, there's an even chance that those brownies from home will arrive on one of their C-2 *Greyhounds*.

"There are only two COD squadrons in the Navy," said CDR Ferdinand L. Salomon, commanding officer of VRC-30. "There's VRC-40 on the East Coast and VRC-30 here on the West Coast." Between the two of them, anything transported to or from a ship at sea, anywhere in the world, gets delivered.

While the COD squadron's mission hasn't changed much, the way it is accomplished has definitely seen some overhaul. "We deployed our first detachment of sea duty people aboard USS *Kitty Hawk* (CV 63) for six months in June of '94," Salomon said. Before that, both VRC-30 and VRC-40 were strictly shore-duty commands serving only those ships within reach of their home bases. "Sud-

denly we were responsible for providing detachments to every carrier battle group departing the United States," said Salomon.

A detachment consists of roughly 44 enlisted Sailors, seven officers and two aircraft, according to Salomon. The detachments are part of the carrier air wings deployed for the length of the cruise. Of course, the pilots and air crew leave their shipmates as frequently as necessary to bring back the goods.

"I really enjoy the mission," said Baldwin, a Norfolk, native. "I know what it's like to be on the ship, and I like to get mail too, so I like that aspect of it."

"COD flights are really important," said Yeoman 2nd Class (AW) Darin L. Baker, a *Kitty Hawk* crew member from Gary, Texas. "They put the link between us and home. Everybody looks forward to the mail. People don't even mind working the Bravo working party when the COD comes on board, because they might have a letter in there."

As crew chief, Baldwin is one of two air



▲ AN Lisa F. Oswald, from South Haven, Miss., tows a C-2 *Greyhound* to the air terminal for loading.



U.S. Navy photo

► Secretary of the Air Force Dr. Sheila Widnall heads back to the COD to depart USS *Constellation* (CV 64).



AMS3 Tom Baldwin and ADAN Scott Mallon load a spool of wire into the rear of a C-2 Greyhound headed for USS Kitty Hawk.



crew members responsible for cargo and passengers. Some of those passengers make up an aspect of the COD mission that often goes unnoticed. "We carry a lot of people on emergency leave, and you want to get them back," Baldwin said. "They've got crises at home and we're the only way they get back. It's nice to be able to provide that kind of service."

These squadrons go any and everywhere. They are the link between Sailors and family and friends. These air crew members are the lifeline for both critical parts and morale boosters. "We don't get a lot of recognition, though," Baldwin said. "They don't make movies about 'Top COD,' but when things break down they look to us. When they need an engine, an F-14 can't carry one out."

And just let the mail stop running for a little while. See how that plays at the box office. †

►AE3 Joel J. Steffen, (right), from Puyallup, Wash., and AT1 Paul Gill, of Phoenix, go over the schematic for UHF radio.





◀ Unloading the COD takes lots of work, but it's worth it to get the news from home.

▼ AD2 Daniel S. Ames makes an integrity and security check on a C-2 Greyhound engine at VRC-30, San Diego.



◀ C-2 Greyhounds are used to transport high priority items such as mail, distinguished visitors and cargo to and from ships



Forward deployed – flexible and mobile

GW Sailors 'turn to' the Gulf



Photo by PHAN KHU WHITE

The aircraft carrier *USS George Washington* (CVN 73) is forward-deployed in the Arabian Gulf for the first time since the Gulf War. This time the mission is different.

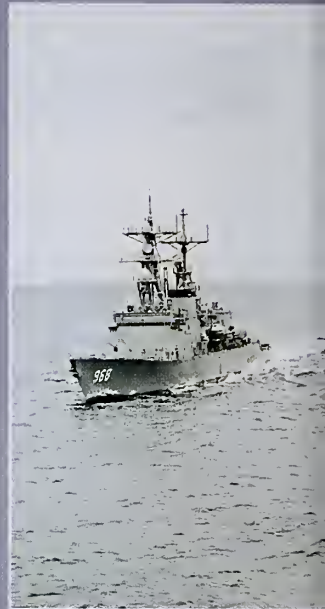




Photo by PHT Craig MacClure



Photo by PHAN Joe Henrichs



Photo by AN Joe Henrichs

Flexible and mobile



Photo by LTJG David C. Jones

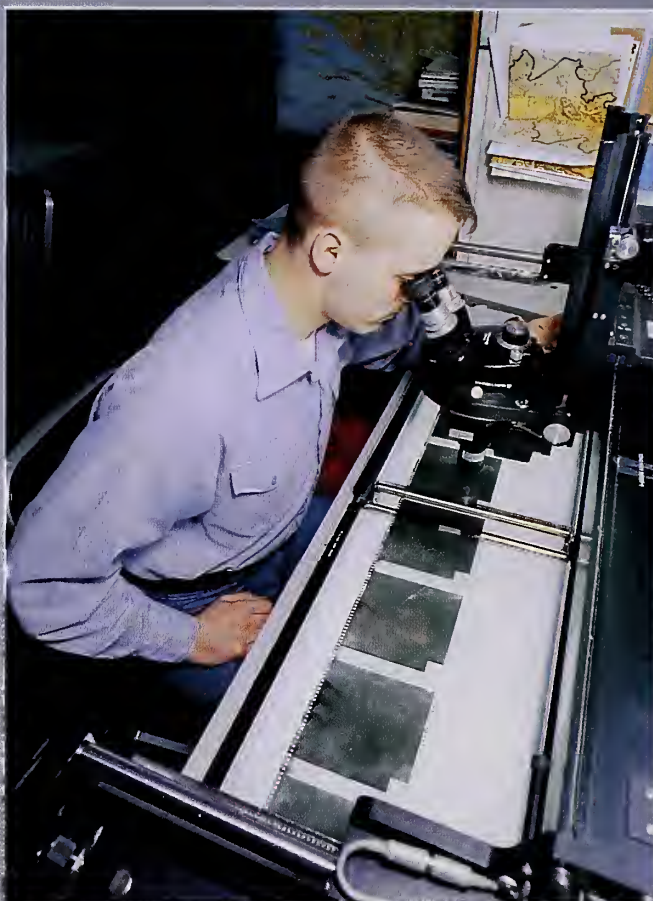


Photo by PHAN Joe Hendricks



Photo by PHAN Kate White





U.S. Navy photo



Photo by PHAN Jose Hernandez



Photo by PHN Todd Surinrin

Assignment: Mayport, Fla.

It doesn't get much better than this

Story by JO1(SW) Jim Conner

Miles of sun-drenched beaches, warm sea breezes, tennis courts and golf courses — sound like a Club Med vacation resort? For many Sailors, it's home: Naval Station, Mayport, Fla.

According to CAPT Scott T. Cantril, the naval station's commanding officer, there is a Navy-community partnership in Mayport unlike any other in America. The citizens and merchants are gracious hosts and the Navy returns their hospitality through involvement in more than 55 community volunteer programs.

Located 15 miles east of Jacksonville on the northeast Florida coast, Mayport is one of four major naval installations in the area. It's also near many of Florida's main attractions, such as Disney World, Universal Studios Theme Park, Sea World and St. Augustine, the oldest city in America.

Mayport is home to more than 12,000 active-duty and civilian personnel who work at 55 tenant commands that include two carrier battle groups, 20 ships and five helicopter squadrons. It also serves as headquarters for the Western Hemisphere Group (WHG), which conducts counter-drug operations, UNITAS deployments and other missions in the Caribbean. The

group's regional presence eases the burden of battle groups returning from Mediterranean deployments.

Mayport's full-service Family Service Center provides a variety of services designed to enhance family life such as education and training; marital, child, individual and financial counseling; and employment and relocation assistance.

"The best part about Mayport is the people," said Nina Buck, financial educator at the Family Service Center. "From the civilian community to the military, it's one of the friendliest Navy environments you'll find anywhere."

Mayport's Housing Referral Service can help Sailors who are looking for Navy or civilian housing. There are three district housing areas with more than 1,200 units as well as a 50-space mobile home park.

"We try to develop a personal relationship with Sailors, from the commanding officer on down," explained Becky Wood, Housing Referral Service director. "We guide them every step of the way and remain in touch. Many Sailors like this area so much, they choose to retire here."

The Naval Station's Morale, Welfare and Recreation Department manages a wide variety of activities to keep the whole family busy,



Photo courtesy of the Jacksonville Chamber of Commerce

▲ The St. John's River is an ideal place for sailing.

Photo courtesy of the Jacksonville Chamber of Commerce



◀ TPC at Sawgrass is located on Ponte Verde Beach.



Photo courtesy of the Jacksonville Chamber of Commerce

▲ NAVSTA Mayport housing

◀ The NFL's Jacksonville Jaguars play at Jacksonville's Municipal Stadium.



Photo courtesy of the Jacksonville Chamber of Commerce

healthy and entertained. They have an 18-hole golf course, auto hobby shop, bowling alley, child development center and a gymnasium. The gym houses two full-size basketball and volleyball courts, four indoor racquetball courts, locker rooms, saunas, universal and free weights and exercise equipment.

▼ Surf's up in the Jacksonville area.



Photo by JCS Rhonda Feedback

Mayport's galley, the Oasis, is a two-time winner of the Captain Edward F. Ney Memorial Award for food service excellence. "We try to make our galley look like one of the finest restaurants in town," said Chief Warrant Officer Michael G. McMahon, food services officer. "After all, food plays a huge part in the morale of our Sailors. We try to prepare the best meals possible so everyone walks out the door smiling," added the Harrisburg, Pa., native.

Nearby Jacksonville offers Sailors an abundance of activities from the Jazz Festival, a free, three-day event every October, to the Gator Bowl football classic each December. Sailors can visit the USO Center in Jacksonville to receive discount movie tickets or make use of the facilities which include a swimming pool, ping pong tables, a gas grill, a full kitchen, video games, a quiet room for studying and various sports equipment.

"I enjoy the weather and the shopping opportunities Mayport has to offer," said AN Jessica Bartlett of Scottsdale, Ariz. "In the local Jacksonville area there are some great stores on the beaches as well as restaurants. Also, the local people are very friendly to the military which makes me feel more at home. I couldn't have gotten a better duty station."

There are more than 200 parks in the Jacksonville area and more than a dozen northeast Florida state parks nearby. With 450 acres of ocean property, Hanna Park, located near the main gate of Mayport, offers a variety of salt and fresh water fishing and swimming, picnic sites, bicycle trails, camping, surfing and sunning. The park has 293 campsites with sewer, water and electric hookups. Recreation vehicles and tents are welcome.

Naval Station Mayport's commitment to total quality leadership was evident when it received the 1994 Governor's Sterling Award for Quality, the state's top award for quality management. There are more than 30 Quality Management Boards in place throughout the station. Through streamlining processes and becoming more efficient, Naval Station Mayport has

saved taxpayers more than \$12 million.

"One of the things that makes Mayport such a wonderful duty station is the overall consciousness of TQL," said SN John Bryan, stationed on board USS *Aubrey Fitch* (FFG 34). "And not only is the working environment great, we're in a great location," added the Litchfield, Ill., native. "When you think of all the beaches, the recreational activities and Disney World being close by, we've got the best of both worlds here in Mayport." ‡

Conner is a staff writer assigned to All Hands.



Photo courtesy of the Jacksonville Chamber of Commerce

The Mayport/Jacksonville area is a great place to take a stroll on the Boardwalk (left), let your children play (below) or just watch a sunset (bottom).



Photo by JO3 Rhonda Feeback



Photo courtesy of the Jacksonville Chamber of Commerce



Photo courtesy of U.S. Navy Memorial

Representing



Washington, D.C., our nation's capital, is also the capital for memorials. While memorials mean different things to different people, they serve as a way to remember service members of the past and inspire us toward the future.

Many memorials were established to honor the triumphs and sacrifices of Navy and Marine Corps men and women. The following is a brief background on some military memorials to remember in this month of May — on Memorial Day and every day.

America's past

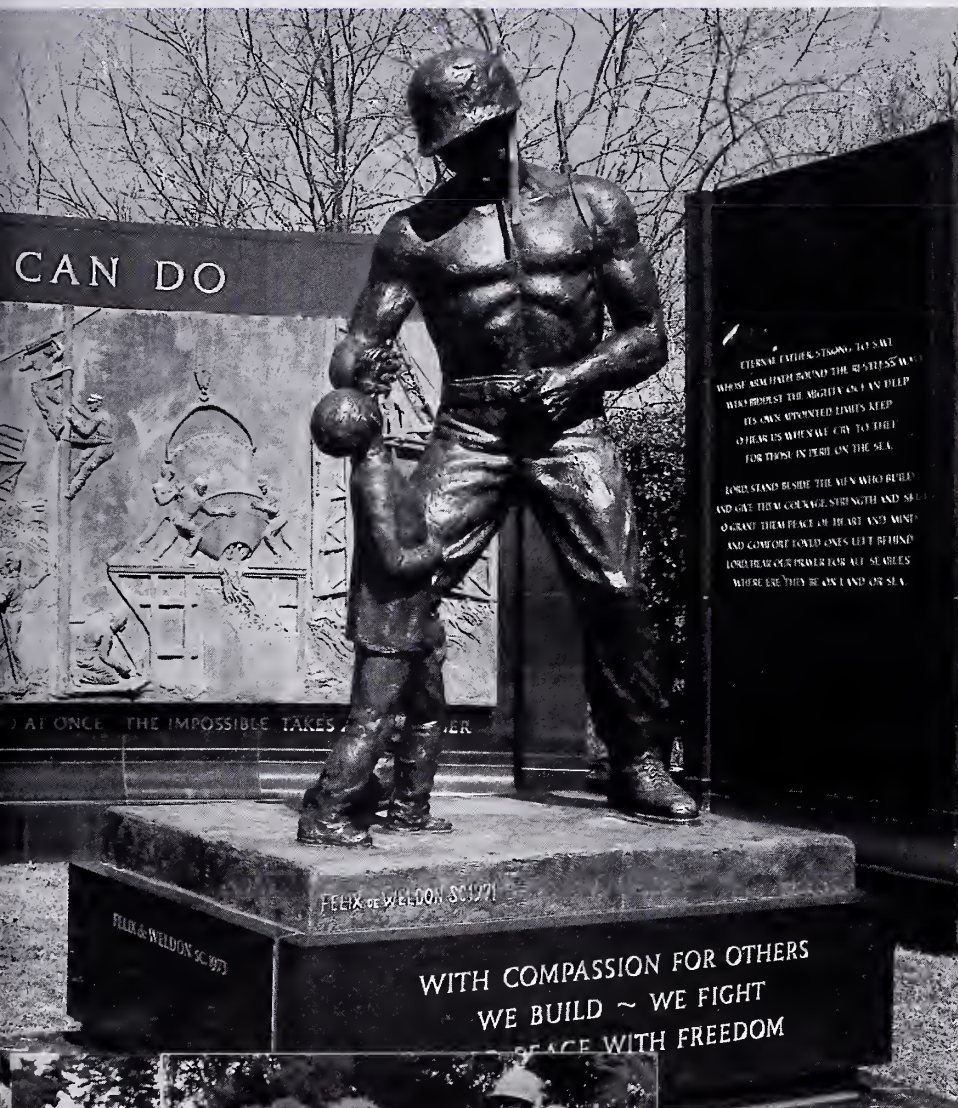


Photo by J03 Jeremy Allen

U.S. Navy Memorial

Dedicated in 1987, this memorial honors Sailors of the U.S. Navy. "The Lone Sailor" stands on the largest map of the world and focuses on the earth's oceans. The memorial was authorized by Congress to honor the men and women of the sea services who have served their country in war and peace. Included with the "Lone Sailor" statue is a naval heritage center, amphitheater, fountain and concert stage. The memorial is open year around and is located at 701 Pennsylvania Ave.

Seabees of the U.S. Navy

Dedicated May 27, 1974, this memorial depicts Navy Seabees as builders, fighters and "Ambassadors of Goodwill." The memorial depicts a Seabee getting down from a bulldozer to make friends with a child. The bronze base portrays a panoramic view of Seabees doing a variety of trades. The memorial is located on Memorial Avenue near Arlington National Cemetery.



Photo by PH3 Sam Dallal

Korean War Memorial

The Korean War Memorial honors the men and women who, "answered the call to defend a country they never knew and a people they never met." The memorial has three parts — an advance party of 19 stainless-steel soldiers moving toward an American flag; a mural with an etching of 2,400 figures, representing the support forces, pilots, Seabees and landing forces; and a reflecting pool surrounded by a grove of Linden trees.

Memorials

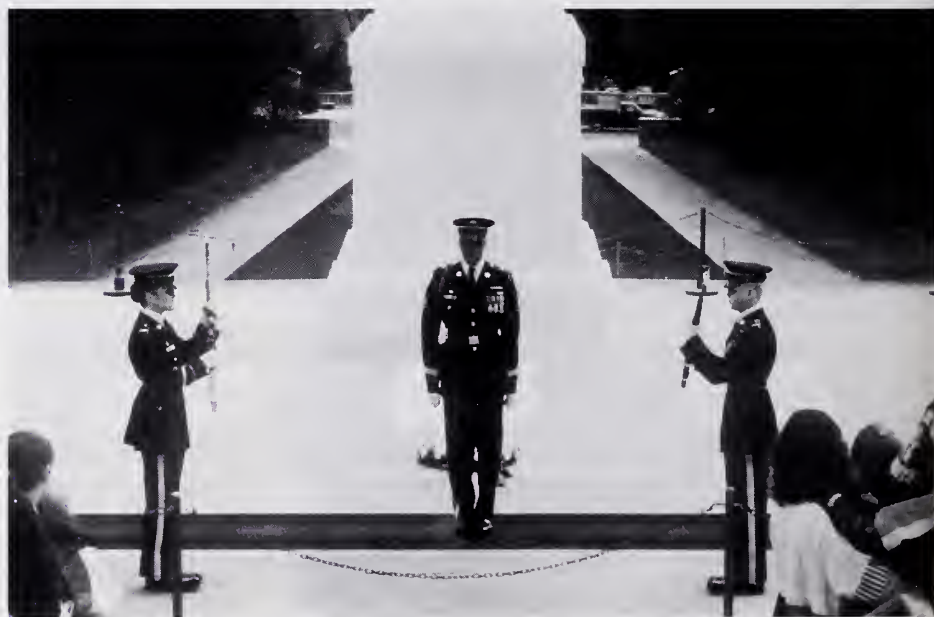
Marine Corp War Memorial (Iwo Jima)

Dedicated Nov. 10, 1954, this memorial is dedicated to all the Marines who gave their lives in the country's defense since 1775. The statue depicts one of the most famous moments of World War II on Mt. Suribachi. The 32-foot-high figures are raising a 60-foot bronze flagpole from which a flag flies 24 hours a day.



Arlington National Cemetery

Arlington National Cemetery and the 200 acres immediately surrounding it were officially designated as a military cemetery June 15, 1864. Two presidents, William H. Taft and John F. Kennedy, are buried in the cemetery as well as more than 240,000 veterans. The cemetery is also home to the Tomb of the Unknown Soldier, which holds four service members from World War I and II, the Korean War and the Vietnam War.



U.S. Army photo

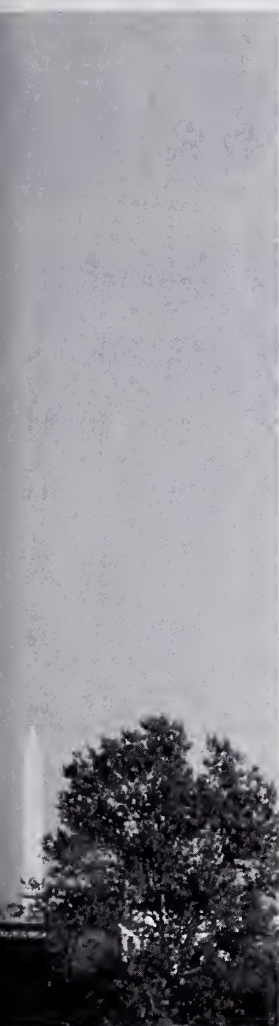


Photo by PH3 Sam Dalia

Vietnam Women's Memorial

The Vietnam Women's Memorial is the first memorial in Washington, D.C., to honor women's military service. This statue, placed in the nation's capital Nov. 11, 1993, honors the more than 265,000 women who volunteered during the Vietnam era.



Photo by PH3 Sam Dalia

Vietnam Veterans Memorial

The funds needed to construct this memorial were raised by Vietnam War veterans. The memorial honors the men and women who served, died or remain unaccounted from the Vietnam War. The structure is polished black granite set in the ground to form a "V." Altogether, 58,196 names are inscribed on the wall. Dedicated Nov. 13, 1982, it is probably the most visited memorial in Washington, D.C. A statue of three young soldiers stands guard at the entry to the memorial. †

Compiled by JO3 Jeremy Allen, a staff writer assigned to All Hands.

Is there money

Maybe you've struggled to save money. Perhaps you managed to save, but not very much. Now is the time to consider an easy way to save — U.S. Savings Bonds.

Savings Bonds are very affordable, pay interest and offer certain tax advantages. They are convenient for investors who want long-term savings and flexible enough for those who must have funds available.

A primary advantage of savings bonds is that you can buy them through the Payroll Savings Bond Program. Fill out the paperwork at your local disbursing office and choose the

amount you would like to have deducted each payday (See chart below).

The purchase price of a bond is half its face amount; for example, a \$100 bond costs \$50. Bonds are available in \$50, \$75, \$100, \$200, \$500, \$1,000, \$5,000 and \$10,000 denominations. Visit your Personnel Support Detachment and fill out an allotment action request to select a payment plan that's right for you.

Most folks want to save money for their future. Some want to save for major purchases like a house, car or traveling. Others choose to use savings as

a supplement to their retirement income. When parents use savings bonds to save for their child's education expenses, they can take advantage of tax exclusion laws. For details on education benefits request *Question and Answers about Savings Bonds for Education* from the **Bureau of the Public Debt's Savings Bond Marketing Office, Washington, DC 20226.**

There are two types of savings bonds now being issued, EE bonds and HH bonds.

Series EE Bonds

Series EE bonds earn interest through periodic increases in



Purchase price for U.S. Savings Bonds

Purchase price: \$ 50
Redemption value: \$100

| Monthly deduction | Months |
|-------------------|--------|
| \$ 5.00 | 10 |
| \$ 6.25 | 8 |
| \$10.00 | 5 |
| \$12.50 | 4 |
| \$25.00 | 2 |
| \$50.00 | 1 |

Purchase price: \$250
Redemption value: \$500

| Monthly deduction | Months |
|-------------------|--------|
| \$ 25.00 | 10 |
| \$ 31.25 | 8 |
| \$ 50.00 | 5 |
| \$ 62.50 | 4 |
| \$125.00 | 2 |
| \$250.00 | 1 |

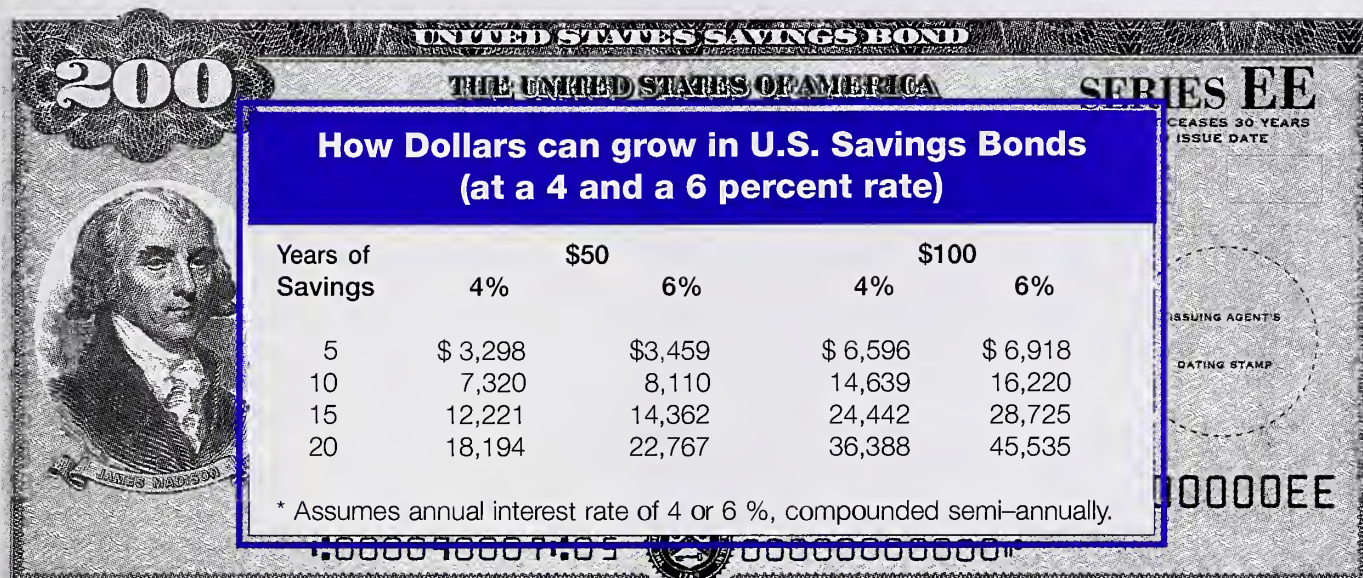
Purchase price: \$100
Redemption value: \$200

| Monthly deduction | Months |
|-------------------|--------|
| \$ 10.00 | 10 |
| \$ 12.50 | 8 |
| \$ 20.00 | 5 |
| \$ 25.00 | 4 |
| \$ 50.00 | 2 |
| \$100.00 | 1 |

Purchase price: \$500
Redemption value: \$1,000

| Monthly deduction | Months |
|-------------------|--------|
| \$ 50.00 | 10 |
| \$ 62.50 | 8 |
| \$100.00 | 5 |
| \$125.00 | 4 |
| \$250.00 | 2 |
| \$500.00 | 1 |

in your future?



UNITED STATES SAVINGS BOND
THE UNITED STATES OF AMERICA
SERIES EE
 CEASES 30 YEARS
 ISSUE DATE

**How Dollars can grow in U.S. Savings Bonds
 (at a 4 and a 6 percent rate)**

| Years of Savings | \$50 | | \$100 | |
|---------------------|----------|---------|----------|----------|
| | 4% | 6% | 4% | 6% |
| 5 | \$ 3,298 | \$3,459 | \$ 6,596 | \$ 6,918 |
| 10 | 7,320 | 8,110 | 14,639 | 16,220 |
| 15 | 12,221 | 14,362 | 24,442 | 28,725 |
| 20 | 18,194 | 22,767 | 36,388 | 45,535 |

* Assumes annual interest rate of 4 or 6 %, compounded semi-annually.

value for up to 30 years. They earn the short-term interest rates for the first five years. When they are between five and 17 years old, they earn the long-term interest rate.

The amount of time bonds are held until they are cashed is called maturity. There are two maturity dates for Series EE bonds. Original maturity is 17 years after the issue date and final maturity is 30 years after the issue date. Bonds stop earning interest at final maturity.

Series HH bonds

Series HH bonds are current income bonds available in denominations of \$500, \$1,000 and \$10,000 and earn interest for up to 20 years. They can be obtained in exchange for E/EE bonds and U.S. Savings Notes that are at least six months old and have not passed maturity by more than one year.

Series HH bonds pay interest semi-annually at a fixed rate

which is set for the first 10 years the bond is held. Interest is paid by direct deposit to the bond owner's designated account at their financial institution. When the bond enters the extended maturity period of an additional 10 years, the interest can change. HH bonds are currently paying 4 percent per annum and earn interest for a total of 20 years.

Lost, stolen, mutilated or destroyed bonds can be replaced free of charge as long as you can prove to the Bureau of the Public Debt that the bonds are still outstanding.

To assure that bonds can be identified, owners should keep records of bond serial numbers; issue dates; registration names and addresses; and the Social Security or Taxpayer Identification numbers in a safe place separate from the bonds. To apply for bond replacement contact the **Bureau of the Public Debt, Parkersburg, W.Va.,**

26106-1328. Many banks stock the replacement application form, PD-F 1048.

Series E and EE Savings bonds can be cashed at most banks, financial institutions or Federal Reserve Banks.

For more information on how you can sign up for the payroll savings bond program, talk to your command's savings bond campaign coordinator or your disbursing clerk. Legal, technical or detailed questions can be answered at any Federal Reserve Bank Savings Bond Processing Site or by writing to the **Savings Bond Operations Office, Parkersburg, W.Va. 26106-1328.** To receive publications about savings Bonds write to the **Savings Bonds Marketing Office, Washington, D.C. 20226.** For current interest rate information call 1-800-4-US-BOND. ‡

Information in this article was provided by the U.S. Treasury Bureau of The Public Debt.

Taking care of home:

Keep your SGLI info current

Most Sailors are familiar with preparing for combat readiness — general quarters drills and damage control qualifications are an integral part of shipboard life. However, many of us neglect some important documents that contribute to our personal readiness.

Two of these are the Page 2 and the Servicemen's Group Life Insurance (SGLI) election and certificate.

Part 1 of the Page 2 is an application for dependency allowance, which documents your family member's information. Part 2 lists the people you want notified in case of emergency or death, and who will receive your death gratuity and unpaid allowances.

These forms are filed in your service record and in your permanent personnel record at the Bureau of Naval Personnel (BUPERS). BUPERS recommends reviewing these forms annually to ensure the information is current, readable and accurate.

Update your Page 2 whenever there is a change in your family member status or number of family members, name or address of a family member, next of kin other than an immediate family member, name or address of beneficiaries for unpaid pay and allowances, allottee, or insurer citizenship of spouse, religion, location of wills or other valuable documents.

To change the beneficiary of your life insurance benefits, fill out a new SGLI 8286 and designate your

beneficiary by name or relationship. As of Dec. 1, 1992, the maximum amount of coverage for SGLI and VGLI is \$200,000.

In addition, personnel who are eligible to retire should carefully consider their options under the survivor benefit plan (SBP). For example, service members who die on active duty and were eligible to retire, or those who are death imminent but retired or retained and have not indicated their SBP coverage, are automatically enrolled for "spouse only" coverage under SBP. This SBP decision is normally irrevocable and could have a significant effect on the lives of your survivors.

Under spouse only, your spouse's SBP payment will be offset dollar for dollar by dependency and indemnity compensation. However, if you designate "child or children only," your children will receive the SBP and your spouse will receive dependency and indemnity compensation.

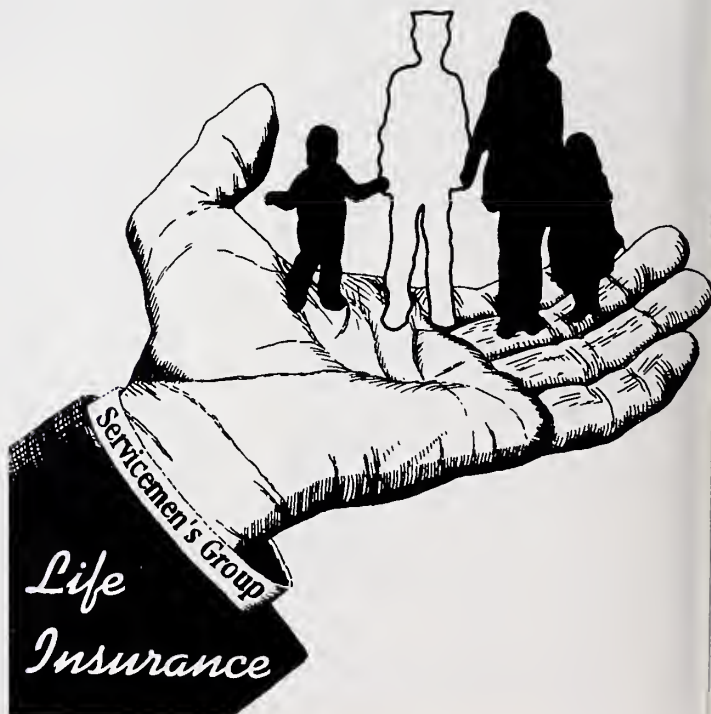
There are benefits and drawbacks to each election. You should get counseling to determine what is best for you. See your career counselor or personnel office for details for your own peace of mind and the protection of your loved ones. Keep your beneficiary information up to date at all times. ‡

Information provided by the Casualty Assistance Branch (PERS 663), Bureau of Naval Personnel.

Who receives your SGLI death benefits?

If you do not make a specific designation on Form SGLI 8286, benefits are paid according to the following precedence.

- ☛ The surviving spouse of the member, if none,
- ☛ The child or children of the member, in equal shares, with the share of any deceased child to be distributed among the descendants of that child, if none,
- ☛ The parents in equal shares or all to the surviving parents, if none,
- ☛ A duly appointed executor or administrator of the insured's estate, if none,
- ☛ Other next of kin.



'Work smarter, not harder'

Benny Suggs put cash in your pocket

Story by JO1(AW) Michael R. Hart

The Navy has a program that could put you in a financial dilemma, but it's a dilemma we'd all like to have — what to do with a few extra bucks in your pocket.

If you have an idea that could save the Navy time or money, turn it into a Beneficial Suggestion or "Benny Sugg" through the Military Cash Awards program (MILCAP).

If your idea is adopted, you could receive a cash award up to \$25,000 (see box).

Aviation Electrician's Mate 2nd Class (AW) Keith A. Hewlett received \$200 for his suggestion, which allows two troubleshooters and a pilot to communicate simultaneously.

"Now, everybody is plugged in together," said Hewlett, a Poplar Bluff, Mo., native. "It's also good for training purposes. The new guys can listen in now instead of just watching," he said. Hewlett's suggestion also allows troubleshooters to repair two discrepancies in half the time — a savings of \$27 to \$76 per fix.

"It's made our lives a lot easier," said Hewlett, whose suggestion will save \$12,000 to \$35,000 a year in JP-5 fuel costs per F/A-18C squadron.

Hewlett sees the big picture in the benefits of the MILCAP program. "Every bit we save could show up anywhere in the Navy," he said. "Who knows, maybe an extra Sailor might make rate."

Chief Aviation Machinist's Mate Jeff Brewer is another VFA 37 Sailor who benefited from a Benny Sugg. In an era of



Photo by AE3 Rodney Reynolds

▲ AE2(AW) Keith A. Hewlett, (left), is hooked up with another VFA 37 troubleshooter. Hewlett devised a method where two troubleshooters can communicate simultaneously with each other and the pilot.

doing more with less, "every cent counts," said Brewer, who earned \$200 for his idea. "[The Navy] can use that money [saved] somewhere else," said the Muscatine, Iowa, native.

Brewer suggested shipping computer systems in water-tight containers so that fewer would be lost or damaged. His suggestion will save each squadron \$7,744 to \$9,680 per year.

"If we can all reap the rewards [of Benny Suggs] then everybody will be more efficient and productive," said Monheim. "We all need to work smarter, not harder."

If you've got an idea that can improve the way your command does business, contact your MILCAP coordinator. ⚓

Hart is a staff writer assigned to All Hands.



U.S. Navy photo

▲ ADC(AW) Jeff Brewer's idea of shipping squadron computers in water-tight containers will save each F/A-18C squadron approximately \$7,000 to \$9,000 a year.

Award Limits Approval Authority

| | | |
|-------------------------------|-------|----------|
| * Commanding Officers - | up to | \$5,000 |
| * Chief of Naval Operations - | up to | \$7,500 |
| * Secretary of the Navy - | up to | \$10,000 |
| * Secretary of Defense - | up to | \$25,000 |

Going for the gold

Navy pharmacist fills prescription for success

Story by JO1 Ron Schafer

Saturday, Feb. 10, 1996, 9 a.m.

It's a clear, sunny day in Columbia, S.C. The temperature is in the mid 60s, and the streets are lined with curious spectators.

At the starting line on Main Street, more than 170 women are waiting for a shot from the starter's pistol at the 1996 U.S. Women's Olympic Marathon trials. Twenty-six miles and about 2 1/2 hours later, three women will earn the right to run in Atlanta for the U.S. Olympic Track Team. LT Barbara S. Kannewurf, a pharmacist at Naval Hospital, Portsmouth, Va., hopes to be one of them.

10:10 a.m., 10.5 miles

It's a good run to this point. Kannewurf looks strong, running about halfway through the pack. As she passes Brennen Elementary School, a group of third-grade students shout words of encouragement to their adopted runner.

Part of a program sponsored by a local newspaper, runners were "adopted" by classes from Columbia schools. Kannewurf met the students who adopted her during a visit to Brennen.

"She's really fascinating," said Susie Hines, a teacher at Brennen. "The kids asked her probably 300 questions before we finally had to stop. They just loved it. They were very excited about actually knowing somebody who is running in the Olympic trials. We also talked about her being a woman serving in the armed forces. I think some lessons were learned out of that."

It wasn't so long ago that Kannewurf, now the division officer at Portsmouth's Scott Center Annex, was a high school runner. She stopped running competitively after high school while completing her pharmacy degree at St. Louis College of Pharmacy. In



Photo by JO1 Ron Schafer

◀ LT Barbara Kannewurf fills prescriptions at Portsmouth Naval Hospital's Scott Center Annex.

▼ Kannewurf at the 10.5 mile mark of the 1996 U.S. Women's Olympic Marathon Trials.

1991, she began working out again.

Arriving in Virginia, she and her husband, Dave, also a competitive runner, began searching for a coach who could train both of them. They found one in Matt Centrowitz, a two-time Olympian and former American record holder in the 5,000 meter race.

For the past two years, the Kannewurfs have been driving to Washington, D.C., each week-end to work with Centrowitz.

After a four-year layoff, regaining that competitive edge wasn't easy, Kannewurf said.

"In the beginning, it was very frustrating," she said. "I felt like I was in much better shape than I was. As it turned out, I think I was doing too much. I almost quit. That's why I sought out a coach."



Photo by JO1 Ron Schafer

It worked. Kannewurf began running better and was having fun again. So much fun, that she decided to set her aspirations a bit higher. She started training to qualify for the Olympic trials. The target race was the Chicago Marathon, held in October 1995.

"This was the first marathon I ever actually trained for," she explained. "My goal was to break two hours, 50 minutes, which is the qualifying standard for the Olympic trials. I wasn't too concerned about running my absolute best time ever. I was just concerned about getting under the qualifying time."

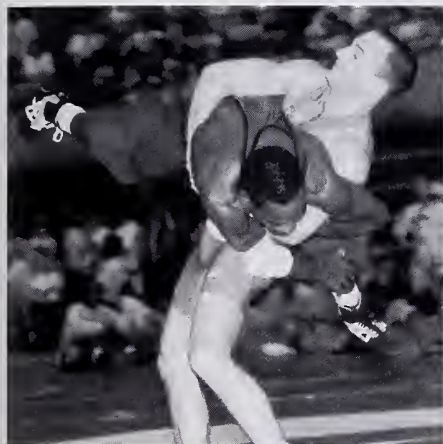
Her time was two hours, 47 minutes, two seconds, and it was off to South Carolina. ‡

Schafer is a Norfolk-based staff writer for All Hands.

The golden road to Atlanta

Sailors and officers of the U.S. Navy are acknowledged the world over as the best at what they do, but many men and women who wear the uniform also strive to be the best in another field of endeavor — athletics. Navy athletes training to compete in the

Olympics are at the top of their chosen sport, and represent our service as well as our nation. They go the extra mile for a very special reason — to be Olympic Gold Medalists. We at *All Hands* wish the best for the Sailors vying for a spot on the 1996 Olympic team:



U.S. Navy photo

► **Name:** ENS Christopher C. Alvarez
Hometown: Woodinville, Wash.
Sport: Pistol Shooting
Command: USS *De Wert* (FFG 45)

◀ **Name:** YN3 Robert L. Demeritt
Hometown: Atlanta
Sport: Greco-Roman Wrestling
Command: USS *Kitty Hawk* (CV 63)



U.S. Navy photo

► **Name:** FA Steven L. Carter
Hometown: Harrisburg, Pa.
Sport: Boxing
Command: USS *Detroit* (AOE 4)

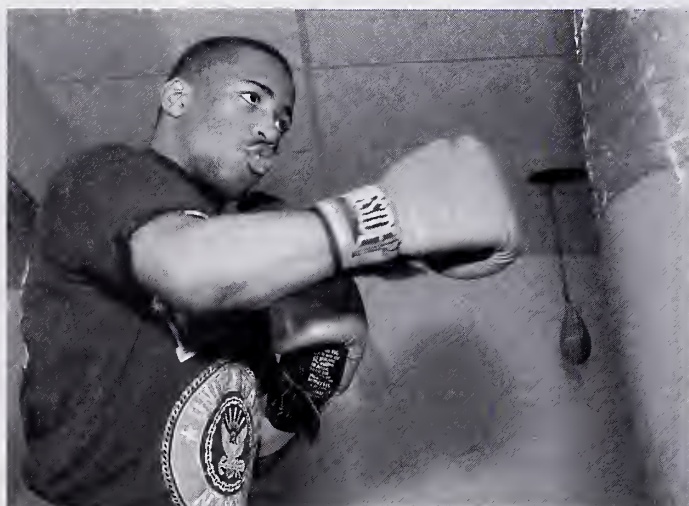


Photo by JO1 Ron Schaefer

► **Name:** ENS Ryan M. Cox
Hometown: Thousand Oaks, Calif.
Sport: Sailing
Command: U.S. Naval Academy, Annapolis, Md.



U.S. Navy photo

► **Name:** LTJG William B. Graves
Hometown: Point Loma, Calif.
Sport: Sailing
Command: USS *Fort McHenry* (LSD 43)

U.S. Navy photo

► **Name:** LT Ron Harris
Hometown: San Antonio
Sport: Track and Field
Command: Bureau of Naval Personnel, Washington, D.C.



Photo by JO1(AW) Michael R. Hart



The golden road to Atlanta

► **Name:** LT Barbara S. Kannewurf
Hometown: St. Louis
Sport: Track and Field
Command: Naval Medical Center, Portsmouth, Va.

▼ **Name:** LT Susan Minton (left)
Hometown: Newport Beach, Calif.
Sport: Sailing
Command: Naval Atlantic Meteorology Center, Norfolk



U.S. Navy photo



U.S. Navy photo

◀ **Name:** LTJG Brad Rodi
Hometown: San Diego
Sport: Sailing
Command: Naval Station, San Diego

▼ **Name:** HT3 Devlin Murphy
Hometown: Deerfield Beach, Fla.
Sport: Canoeing
Command: Submarine Base, Pearl Harbor



Photo by Phil Hoffman©



U.S. Navy photo



U.S. Navy photo

▲ **Name:** ENS Christine R. Stancliff
Hometown: Bakersfield, Calif.
Sport: Track and Field
Command: U.S. Naval Academy, Annapolis, Md



Photo by JO1(AW) Michael R. Hart

◀ **Name:** LT Martha L. Shue
Hometown: Annapolis, Md.
Sport: Track and Field
Command: Bureau of Naval Personnel, Washington, D.C.

Navy Athletes of the Year shoot for Olympics

Story by JO1(AW) Michael R. Hart, photo by PH3 Sam Dallal

Many years of hard work and training has paid off for two Navy athletes who were recognized recently as the Navy top male and female athletes of the year. They received their awards — and medals — along with athletes of the year from the Coast Guard, Army, Marine Corps and Air Force, at a ceremony in Washington, D.C.

Yeoman 3rd Class Robert L. Demeritt, a Greco-Roman wrestler, and ENS Christine R. Stancliff, a javelin thrower, now eagerly look

"The opportunity to represent the Navy and the United States in the Olympic Games is outstanding."
— Christine Stancliff

forward to competing in the summer Olympics.

Both were excited about their selection as the Navy's top athletes.

"It feels good," said Demeritt, a native of Atlanta, assigned to USS *Kitty Hawk* (CV 63). "Navy sports have really done a lot for me."

Demeritt, who wrestles in the 105-pound weight class, has been wrestling for 15 years. He was an All-American at the University of Minnesota, won a Silver Medal in the Pan Am Games, captured five

Armed Forces Championships and has been ranked No. 1 in the country.

"I'm blessed. I was born with a talent to do this obscure thing — wrestle," he said. "It feels good to know that for 1995, I was recognized as the Navy's top athlete. It's an honor."

Stancliff, an assistant women's track and field coach at the U.S. Naval Academy, Annapolis, Md., had a somewhat less conservative reaction to her good fortune.

"I jumped up and down when I found out I had won," she said. "It's exciting," said the Bakersfield, Calif., native. "But it hasn't hit me all the way yet."

Mental visualization, along with physical workouts, have been the key to Stancliff's success. She's been competing for 13 years, the first six or seven years of which were committed to strenuous workouts — five hours a day, four days a week.

Representing the Navy as its top athlete is rewarding, but the dream of representing the United States in the Olympics has pushed Stancliff



for 20 years. "When I saw Bruce Jenner [1976 U.S. decathlon gold medalist] run around that track waving the American flag, I told myself I was going to the Olympics. I just didn't know how," she said.

"The opportunity to represent the Navy and the United States in the Olympic Games is outstanding," said Stancliff. "That would be the ultimate achievement." †

Hart is a staff writer and Dallal is a photographer assigned to All Hands.

Bearings

Children's home receives help from Sailors

Sailors of Antarctic Development Squadron (VXE) 6 delivered materials to the Cholmondeley Children's Home in Christchurch, New Zealand, recently as part of *Project Hand-clasp*.

The squadron delivered 30 skateboards, 15 pairs of roller-blades, 15 cases of juice, 25 cases of jelly and 75 cases of various hygiene items including bandages, mouthwash, toothpaste and baby wipes.

The home was founded in 1920 by Sir Cholmondeley, after his wife and newborn child died during childbirth. Today the home is used

as a temporary residence for children ranging from two to 13 years old.

The relationship between VXE 6 and the Cholmondeley Children's Home has been getting stronger during the last five years.

"The great thing about the U.S. Navy giving us a helping hand isn't the fact that it saves the home money, but that the kids see someone who really cares about them," said Pat Barrot, the resident chef for the past five years. †



YNCM(SW) Ronald Ford and AK1 Tammy Speaker unload *Project Hand-clasp* materials.

Story and photo by PH2(NAC) Edward G. Bushey.

Sailors help convent in Sicily

In the spirit of volunteering, Sailors from USS *Boone* (FFG 28), USS *Butte* (AE 27) and USS *Simon Lake* (AS 33) gathered in the Mediterranean to lend a helping hand to the Little Sisters of the Poor convent in Catania, Sicily.

According to Sister Maria Theresa, a member of the convent, Sailors from the ships moored at Augusta Bay, Sicily, have donated their time and energy to support the convent by working in the gardens, repairing the roof, cleaning windows and polishing brass and silver in the chapel.

"Having an opportunity to help out where I can [while] seeing the foundations of my faith first-hand has been a great experience," said Machinist's Mate 1st Class Michael Wilson, a USS *Simon Lake* command career counselor. "I also enjoyed meeting and working with Sailors from the other ships."

LT Alex Hoover, 1st Division Officer from USS *Butte*, said he loves interacting with different cultures and enjoys performing community services. "This is really a nice change of pace for me," he said. "It's the only assignment that I've had involving gardening."

A traditional Italian luncheon of fresh pasta, cheese and soft drinks was served to the cleanup crew.

USS *Butte*'s Chaplain (LT) Leila Havadtoy, said the outing was a wonderful experience. "It was quite a pleasure to have people from three ships working together harmoniously during their time off," she said. †

Story and photos by JO3 Jeff Thorson, assigned to USS *Simon Lake* (AS 33) public affairs office.



◀ ET3 Carian Pender from USS *Simon Lake* polishes silver for the Little Sisters.

▼ STG1(SW) Jeffrey Ennenga from USS *Boone* helps the convent's gardener Giovanni Saraniti replant flowers in the courtyard.





Divers push school children's physical fitness program

They are outnumbered, but undaunted. While staying in shape is part of their jobs as Sailors — getting hundreds of local school children into shape is what makes their job interesting.

Master Chief Electrician's Mate (SS/DV) Rick Donlon and Paula Bousquet, the Juliet Long School's fitness coordinator, were so pleased with the results of their joint efforts last year they decided to continue their "PT Partnership" this school year.

A recent survey of 4th graders revealed that 66 percent of boys and 75 percent of girls failed to pass a standardized physical fitness test.

Now, nine submarine school divers, from Naval Submarine School, Groton, Conn., and nearly 250 3rd graders from the Juliet Long School, Ledyard, Conn., are having the time of their lives.

"Their driving force remains the Presidential Fitness Challenge," said Donlon. "For Sailors, excellent physical condition is a way of life, but in recent years, the amount of the school day spent developing physical fitness has continued to shrink for Connecticut's school children.

"Today's school children have too much they have to learn every day to permit what used to be gym class back when I was in school,"

Donlon said.

A recent survey of 4th graders revealed that 66 percent of boys and 75 percent of girls failed to pass a standardized physical fitness test.

In contrast, the Juliet Long School children did far better than their contemporaries during last year's testing. Donlon and the divers are optimistic about this year's results.

"I figured it was a good sign when the kids insisted the program be expanded from last year," said Donlon. "This year we talked about working with just the 3rd and 4th graders — but last year's 4th graders, who were involved in the program last year, wouldn't hear of it!"

Some mornings it gets a little crowded on the confidence course or the kick ball fields.

Lauren Breor, a slightly out-of-breath 4th grader, paused after scaling a wall as part of the confidence course to confirm that she's "having fun."

"Your heart gets beating very, very fast when you're running around out here," confided Jaclyn Berry, a 3rd grader who successfully navigated the hand-over-hand horizontal ladder.



Krista Zink maxes out on her chin-ups as EM3 Chris Tolmie monitors her progress.

Linsey Reed, still huffing and puffing from 'diver push-ups', admitted the really fun part is doing the "secret diver's yell."

Donlon and the divers know that fun is an important component of the children's fitness program. However, Donlon points out that benefits such as increased self-esteem are the most important results. ‡

Story and photo by William Kenny, Naval Submarine School public affairs officer.

Around The Fleet...

Cash award ...

Chief Electronics Technician (SS) Kevin Ramer, an instructor at Naval Submarine School Groton, Conn., will have a bit more income this year, thanks to a beneficial suggestion he submitted. His idea will save the Navy more than \$120,000 a year.

Ramer revised the training curriculum so that students would use an emergency air breathing (EAB) apparatus instead of the oxygen breathing apparatus (OBA) for advanced training courses.

The cost of the individual OBA canister and its disposal totals almost \$66 per canister because an

OBA canister is considered to be hazardous waste after use.

Ramer forwarded his suggestion to Chief, Naval Education and Training (CNET) to be evaluated and implemented. There may be significant additional savings for the Navy and further cash awards for Ramer if his suggestion is implemented Navywide.

"I'd been told all kinds of myths about how long the 'Bennie Sugg' pipeline was and all the paperwork you needed to file and how much hassle there was," said Ramer. "Let me tell you, in this case none of the stories were true. The Beneficial Suggestion Program works for the Navy, for the Sailor and for every taxpayer." ‡



Photo by William Kennedy

Home loans ...

Thinking of refinancing your home loan? If so, there's some good news because under a new Department of Veterans Affairs (VA) regulation, veterans may only be charged a maximum of two discount points when refinancing VA-guaranteed home loans. According to R.J. Vogel, VA Undersecretary for Benefits, the VA is protecting veterans from being overcharged.

"In many of the cases detected

by our loan guaranty officers, the high number of points added to the loan may have resulted in a new loan amount substantially [above] the value of the property.

"As a result, those veterans could find they may not be able to get a high enough sales price to pay off the loan balance when they try to sell their property."

The VA has asked lenders to comply, voluntarily, with the two-point limitation and it also ordered special loan reviews and disclosure procedures. ‡



Photo by JO1(SW) Jim Corner

Recommissioning ...

Sailors onboard USS *Blue Ridge* (LCC 19), the 7th Fleet flagship forward deployed to Yokosuka, Japan, re-created the ship's first commissioning ceremony to celebrate its 25th anniversary.

"It is not a recommissioning ceremony because she has not been decommissioned," said CAPT Terry Labrecque, the ship's 15th commanding officer. "It's an anniversary ... a birthday and far more than that. It's a re-affirmation of purpose and commitment, as in any sustaining relationship."

In the epilogue of the ceremony, VADM Archie Clemens, Commander, 7th Fleet, said that for many of the people in this part of the world, *Blue Ridge* is the United States.

"The men and women here are the best our country has produced. Any success we enjoy is a result of your hard labor, dedication, professionalism and the support of the spouses and families who make *Blue Ridge* the Navy's and the world's most capable flagship." ‡

Vietnam vets ...

During an unseasonably cold and blustery weekend at Naval Station Mayport, Fla., veterans of one of the hardest-fought battles of the Vietnam War gathered, as they do every year, aboard the cruiser USS *Hue City* (CG 66). The only ship in the Navy's inventory named for a Vietnam-era battle, the ship and crew proudly carry the name and the legacy of the Battle of Hue City and of the brave men who fought and died there.

Though the battle has slipped nearly three decades into the annals of history, the memories of the more than 30 days of fighting are as vivid as if they took place only yesterday to the men who persevered through the horror of war and fought on to victory.

"It was a brutal battle," recalled Mike Lambert who fought with the Marines "H" Company. At Hue, three Marine battalions consisting of more than 2,000 men, attacked and defeated more than 10,000



Photo by JO3 Beth Tessler

entrenched North Vietnamese troops during a battle that began Jan. 31, 1968. When the Battle of Hue City finally ended March 2, 1968, 147 Marines were dead and 857 were wounded.

Aboard *Hue City*, a Sunday morning memorial service provided an emotional and fitting end to the reunion weekend. For the Sailors



Photo by JO3 Beth Tessler

who serve aboard *Hue City*, the annual reunion weekend carries special significance and an unspoken obligation to carry forth the reputation of the brave veterans who fought at Hue. †

Sports ...

From the first tip-off to the last buzzer, Marine Corps Air Station (MCAS) Iwakuni, Japan, Perry High School's Samurai ruled the Far East Basketball tournament. The tournament brings teams from Japan, Korea and Guam together in competition for top billing in boy's basketball. It carries with it as much pride and glory as any stateside championship.

Game after game the Samurai used a full-court press to force numerous turnovers. Jerry Bringley, a senior from Jacksonville, N.C., took three of his steals to the hoop in one period. Matt Gallinetti, a 6-foot-3-inch sopho-

more from El Toro, Calif., scored 14 points for the Samurai in one game.

Losing to the Taegu Warriors seemed to infuriate the Samurai as they beat Osan, South Korea, 60-32. The final game brought the Warriors and the Samurai back onto the court. "We have a good team and I think we are playing good team basketball," said Gallinetti.

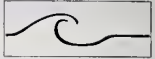
Sam Baker, a 6-foot senior from Woodbridge, Va., added 11 points and five rebounds as the Samurai held Taegu to minimal scoring in the final period.

After the crowd calmed and the smoke cleared, Col. Robert S. Melton, commanding officer of MCAS Iwakuni, Japan, gave first place to the Samurai, with Taegu taking second. †



U.S. Marine Corps photo

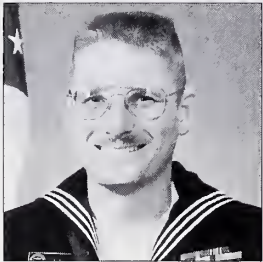
Shipmates



Aviation Electrician's Mate 2nd Class Gregory A. Smith recently earned his Enlisted Aviation Warfare Specialist pin and his Enlisted Surface Warfare Specialist pin while deployed on USS *Vella Gulf* (CG 72). Smith, a Monroe, La., native is stationed at Helicopter Anti-submarine Squadron (Light) 44, Mayport, Fla.



Electronics Technician 2nd Class (AW) Brooke Smith was chosen recently to participate in the Navy's Enlisted Commissioning Program. Smith, a native of Rochester, N.Y., will attend Old Dominion University in Norfolk, to earn a bachelor's degree in computer information systems. Smith is assigned to Fleet Area Control and Surveillance Facility, NAS North Island, San Diego.



Hospital Corpsman 2nd Class Geoffrey W. Young was named 1995 Junior Sailor of the Year at Hospital Corpsman "A" School, Great Lakes, Ill. Young, a Lyons, Kan., native, is a teacher at the school. He was cited for graduating three HM "A" School classes (210 students) in 1995 and for his many volunteer community services in North Chicago, Ill., while earning his bachelor's degree.



Legalman 1st Class (SW) Charles D. O'Brien received a Navy and Marine Corps Commendation Medal for his outstanding performance as Cruiser-Destroyer Group (COMCRUDESGRU) 8's staff leading petty officer. O'Brien, from Garden Grove, Calif., also earned his Enlisted Surface Warfare Specialist pin.



Boiler Technician 1st Class (SW) Earl F. McNeil Jr. will take the oath of office as an ensign next month. The Philadelphia native will report to Gas Turbine Engineering School in Newport, R.I., and then report aboard USS *Yorktown* (CG 48).



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HM1 Yuri L. Robinson, a St. Louis native, demonstrates the SYVA Serum and Urine analyzer at Naval Hospital Rota, Spain. (Photo by PH2 Carl J. Smith)



NAME: ABH3 Saul Mendo

ASSIGNED TO: USS Tarawa (LHA 1), Air Department, V-1 division crash and salvage.

HOMETOWN: Huntington Park, Calif.

JOB DESCRIPTION: "As a member of the crash and salvage team I serve as a firefighter during flight operations."

ACHIEVEMENTS: Made petty officer 3rd class within a year and three months, and made Crash and Salvage Crew right out of "A" school.

HOBBIES: Rock climbing, running and swimming.

BEST PART OF THE JOB: "The thought that someday I may save someone's life."

KEY TO SUCCESS: "Stay motivated. Never give up!"



ALL HANDS

GAZINE OF THE U.S. NAVY

HONOR
COURAGE

COMMITMENT

JUNE
1996

Photo by PH1(AW) Gary L. Reinhart



On board USS *George Washington* (CVN 73), AO2 Brian Ashworth, a member of Reserve Unit 291, sets the timing of an ejector assembly of an M-61A1 20mm Gatling gun. The Gatling gun fires 600 to 800 rounds per minute, has a capacity of 1,800 rounds and adds about 900 lbs. to the F/A- 18 *Hornet*.

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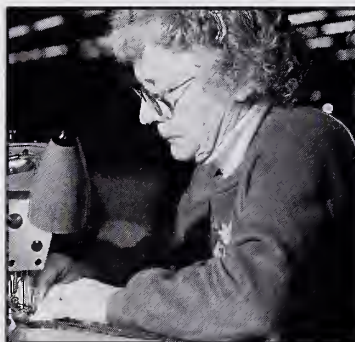
On the Cover

Front Cover: The Navy's Core Values, Cover by Bil Beamon.

Back Cover: U.S. Navy photos



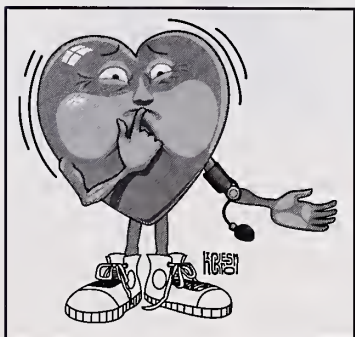
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Education

■ Beginning Oct. 1, 1996, the Navy's Tuition Assistance (TA) program will pay 75 percent of tuition costs for all undergraduate courses (not to exceed \$2,500 per individual per fiscal year). Graduate course tuition costs will be reimbursed at 75 percent of the total (not to exceed \$3,500 per individual per year).

The increased shore-based TA is designed to reflect current college costs. It also gives Sailors more flexibility to achieve higher educational goals and more college choices.

Sailors who earn a bachelor's degree during the fiscal year and wish to pursue their master's degree will still be eligible for graduate study funds. TA funds previously expended will count toward the graduate level funding cap.

Further information is available in NAVADMIN 066/96. The Bureau of Naval Personnel point of contact for TA issues is Dr. Fran Kelly, at DSN 223-1749 or commercial 703-693-1749. ‡

Training

■ Although the merger of the Radioman (RM) and Data Processing Technician (DP) ratings will not be complete until October 1998, a new "A" school has graduated its first class of RMs possessing the apprentice training needed to work in a PC/network/digital world.

To provide equal training for RMs and DPs already in the fleet, the Chief of Naval Education and Training (CNET) developed a 40-hour block of computer-based training (CBT), for data communications, computers, networks and other shipboard communications systems.

CNET began mailing the CBT on CD-ROM to all activities with RMs and DPs. For fleet RMs and DPs (E-7 and below) who have not graduated from the new "A" school, the CBT is mandatory advancement-in-rate

Evals

■ The Navy FITREP and EVAL (NAVFIT) software programs are now available to download or order by mail. The programs provide a Windows-based alternative for writing and submitting fitness reports (E-7 to O-6) and performance evaluations (E-1 to E-6).

The NAVFIT programs are owned and maintained by the Bureau of Naval Personnel (BUPERS) and may be copied and distributed at no cost.

The software was released on BUPERS Access (PERS 32 Conference Download Section); the BUPERS Home Page (<http://www.navy.mil/hompages/bupers>); and BUPERS Regs and Pubs CD-ROM. It can also be obtained by direct mail.

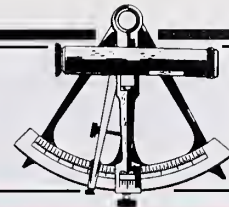
For more information, call Bill Wilson at DSN 224-7647, commercial (703) 614-7647 or e-mail Chief Data Processing Technician (SW/AW) Starr Deuel at p1011e1@bupers.navy.mil ‡



U.S. Navy photo

training and must be completed before the September 1997 advancement cycle.

NAVADMIN 059/96 describes the requirements needed for the computer-based training on CD-ROM. ‡



Seaman to Admiral program

■ The FY97 Seaman to Admiral program selection board will begin Sept. 9, 1996. Program eligibility and application procedures for the board are outlined in NAVADMIN 077/96.

Packages are due no later than July 1, 1996. The Seaman to Admiral program provides another path to a commission for active-duty enlisted Sailors and Naval Reservists (including Training and Administration of Reserves Sailors). The Seaman to Admiral board selects the 50 best-qualified applicants for appointment in the unrestricted line.

After graduating from Officer Candidate School, selectees are appointed permanent ensigns in the Naval Reserve and assigned to one of the following unrestricted line communities: Surface, Submarine, Special Operations, Special Warfare or Aviation (Pilot or Naval Flight Officer).

Officers are screened for selection to a bachelor's degree program at the Naval Postgraduate School,



Photo by PH1 Jim Wiltraut

Monterey, Calif., after successful completion of their initial sea duty and warfare qualifications. For a complete list of eligibility requirements and the application format, see NAVADMIN 077/96. †

High Tech

■ The way service records are filed has come a long way.

"They have gone from paper copies to microfiche," said LT Keith Wichmann, head of records control and quality assurance at the Bureau of Naval Personnel (BUPERS).

"Now service members microfiche are being transformed onto a digital computerized system," said Wichmann. "Instead of taking a picture of a document, we are going to scan the document digitally. Then it's written into WORM (write once read many), meaning it can be written only once. This is done for legal reasons, so it can't be altered."



Photo by PH1 Dolores Anglin

All microfiche files are scheduled to be converted into data disk before BUPERS transfers to Millington, Tenn., in early 1998. See **Fiche story Page 16.** †

SECNAV kicks off Navy's 'Right Spirit' campaign



"I expect every Sailor and Marine to be proactive. Each Sailor and Marine is ultimately responsible and will be held accountable for his or her own actions."

– John Dalton, Secretary of the Navy

Secretary of the Navy John Dalton recently announced a new initiative to counter the negative effects of alcohol use by Sailors and Marines. Secretary Dalton told the fleet, "any perception that alcohol is central to our traditions is wrong."

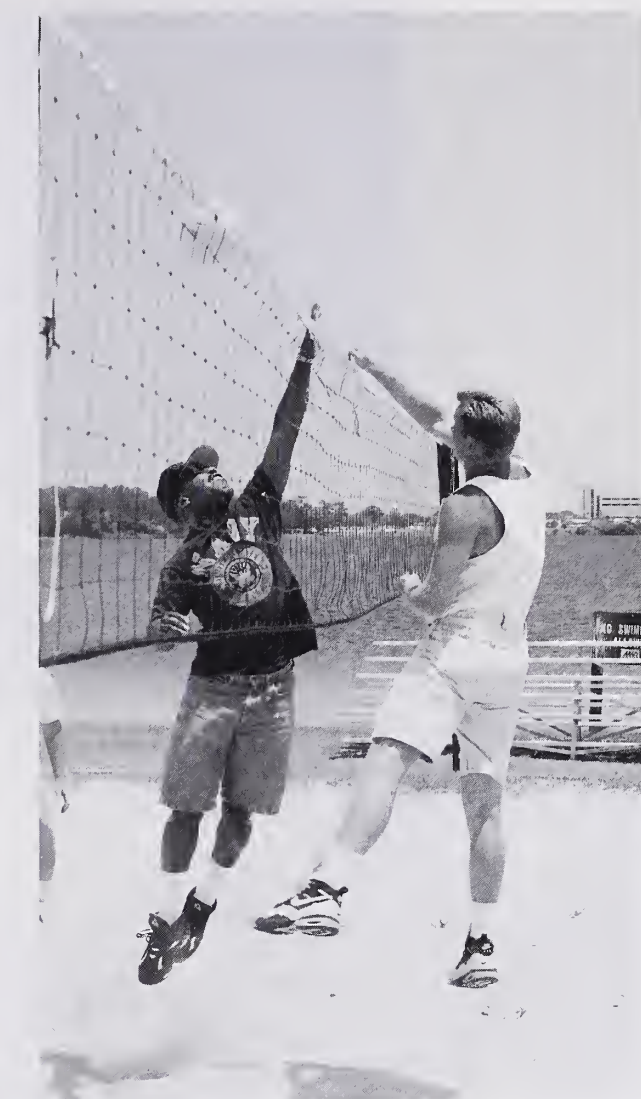
Both the Navy's "Right Spirit" campaign and a similar campaign by the Marine Corps called "Semper Fit" are aimed at all hands, from seaman to admiral, and private to general, with the goal of significantly reducing alcohol abuse and

"Any perception that alcohol is central to our traditions is wrong."

its negative effects on combat and personnel readiness. The Navy has implemented an immediate policy change that affects Sailors under the age of 21 by requiring all Department of the Navy installations to conform with the drinking age limitations of the state or country in which they are located.

"I expect every Sailor and Marine to be proactive. Each Sailor and Marine is ultimately responsible and will be held accountable for his or her own actions."

Dalton noted that Right Spirit is not an anti-drinking campaign, but rather, "it is a long-term



education, information and prevention campaign to ensure quality of life for members and their families and a safe and productive working environment." †

Secretary of the Navy John Dalton's leadership effort is built around four principles:

† **Leadership responsibility:** People in positions of authority, from petty officers to the most senior officers, should deglamorize the use of alcohol by setting a strong personal example.

† **Command responsibility:** Educating Sailors about responsible alcohol use, providing alternatives to alcohol at command events and taking appropriate action in response to alcohol-related misconduct.

† **Shipmate responsibility:** Sailors taking care of each other, both on and off duty, and challenging inappropriate behavior resulting from alcohol use.

† **Personal responsibility:** Individuals should be responsible and accountable for their actions.

Dalton added the Navy is also taking additional steps to improve education on alcohol abuse and awareness, including two new fleetwide education programs.

► The MK 5 makes a high-speed run through San Diego Bay.



Special Warfare's **NEWEST** boat makes its mark

Story and photos by JO1 Ray Mooney

It carries a full platoon of Navy SEALs, armed to the teeth and ready for battle. It uses the latest navigation and positioning systems to blast through the water at 50 knots making barely a whisper as it delivers its deadly cargo.

The new MK 5 Patrol Boat is the latest addition to naval special warfare. "The craft's primary mission is to provide a medium-range insertion and extraction capability to special operations forces," said LT Greg Granieri, officer in charge of MK 5 Detachment A, Special Boat Unit (SBU) 12, San Diego. "These forces would be operating in a low to medium threat environment."

However, SEALs don't operate these new boats. They're merely passengers. "The craft is manned by combatant craft crew members,"

said Granieri, a Santa Ana, Calif., native. Each crew has five Sailors, all graduates of the Navy's combatant craft course, with specialized training on the MK

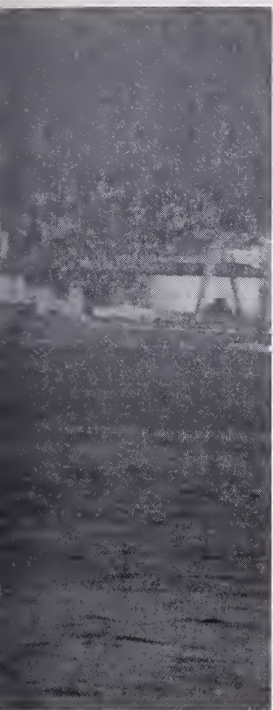
"I'm the helmsman," said Boatswain's Mate 2nd Class (CC) Steve Lareza, "But I can also be the communicator, navigator or engineer."

Cross-training is vital for all the crew members and contributes to the spirit of teamwork needed to accomplish their missions. "We do everything together on our exercises. We have to have teamwork," said Lareza, a native of Manila, Republic of the Philippines. "I drive the boat, but I can't get to my point without my navigator."

Lareza also couldn't get there without his engineer, who maintains the formidable twin-engine propulsion system. "Our power plant consists of two turbo-charged diesel



▲ HM3(FMF) David Wells mans his post on the aft weapons deck.



engines and two Swedish-made water jets," said Engineman 1st Class (CC) Dan Corkery, from Cheraw, S.C. "The diesels are rated at 2,285 horsepower each, which turn the water jets that pump out about 660 gallons a second. That's quite a bit of power." In fact, it's enough power to provide a top speed of 50

knots and a range of 500 miles, according to Granieri. At an economical 35 knots, the MK 5 increases its range to 600 miles.

The power is impressive, but just as noteworthy is the fact that this new boat runs on its tip-toes. Propelled by its hydro jets, the MK 5 is whisper quiet, adding stealth to its list of abilities.

Also on that list is its unique ability to retrieve a small group of SEALs from the water. That's a welcome change from other patrol boats.

"We usually have to pick our boat (CRRC) up and pull it out of the water," said Hospital Corpsman 2nd Class Chris Thompson, a SEAL with SEAL Team 5, San Diego. "Now we can just drive fast, get the engine tilted up and drive it on board. It provides quick extracts if you're being chased by someone, or just in a hot area. If you need to get out of there really fast, this is a lot quicker and it's a lot easier on us."

"One of the primary selling points of the MK 5 has always been its ability to get anywhere in the world within 48 hours," Granieri said. "It does that by C-5 airlift."

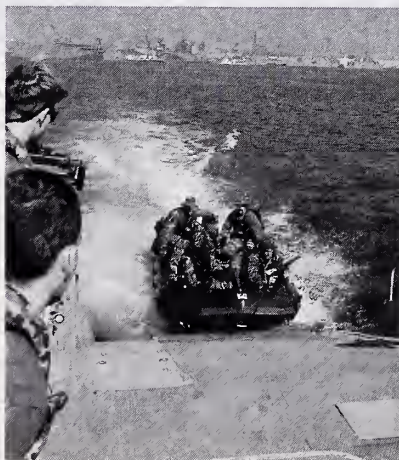
The entire MK 5 detachment includes two MK 5s, the trailers and tractor trucks to move the boats and six support vehicles. "All that equipment," said

Granieri, "along with a deployment package of repair parts go into two C-5s, so when you touch down, within 24 hours you're able to conduct combat operations."

So, no matter where the threat surfaces, the newest craft in the special warfare's flotilla will be ready to deliver the quick and quiet sting of U.S. Navy SEALs.



Mooney is a San Diego-based staff writer for All Hands.



▲ Helmsman BM2(CC) Steve Lareza guides the MK 5 through its paces.

◀ Combat swimmers from SEAL Team 5 drive their *Zodiac* combat rubber raiding craft up onto the MK 5 patrol boat. This capability allows an MK 5 to extract a SEAL team and be underway in seconds.

Coming in for a landing

Story by JO2 John-Henry Doucette

Two men stand watch on a circular platform perched four stories above the flight deck as a cycle of flight operations winds down aboard USS *Theodore Roosevelt* (CVN 71).

One man, known as a "spotter" for flight deck control, eyes the deck and speaks occasionally into a sound-powered phone. The other, Interior Communications Electrician 2nd Class Matthew I. Coburn, tracks aircraft launches and recoveries with a large swiveling camera mounted on the platform.

This and seven other electronic eyes scan *Roosevelt's* flight deck. Specially designed and strategically located, these cameras record every move during flight operations on a very dangerous 4.5 acres of steel real estate. The flight deck cameras are built into the

deck because of the sometimes hard to see procedures used in launching and landing aircraft on a moving ship.

All of the action on the ship's flight deck is aired on the ship's television system and recorded through the Integrated Launch and Recovery Television Surveillance (ILARTS) system.

"We record in case there's a mishap of any kind and to help train the pilots," said IC3 Robert Kyle. "We're in constant communication with the console."

The console, located one level below the flight deck, controls and records the ILARTS images as they come in. "The board is manned during flight quarters in case something specific needs to be looked at," said Kyle. "Then we can

Photo by PH3 Emmitt J. Hawks Jr.



▲ An F-14 *Tomcat* is filmed as it catches the wire on USS *America* (CV 66) during Operation *Bright Star* while HMS *Cardiff* (D 108) cruises alongside.

► IC3 James McGuire, from Fort Lauderdale, Fla., shows ICFN Kenneth Johnson, a Boston native, how to operate the ILART camera switchboard and gives instructions to the cameraman over sound-powered phones.

Photo by PH3 Matthew Nighorn



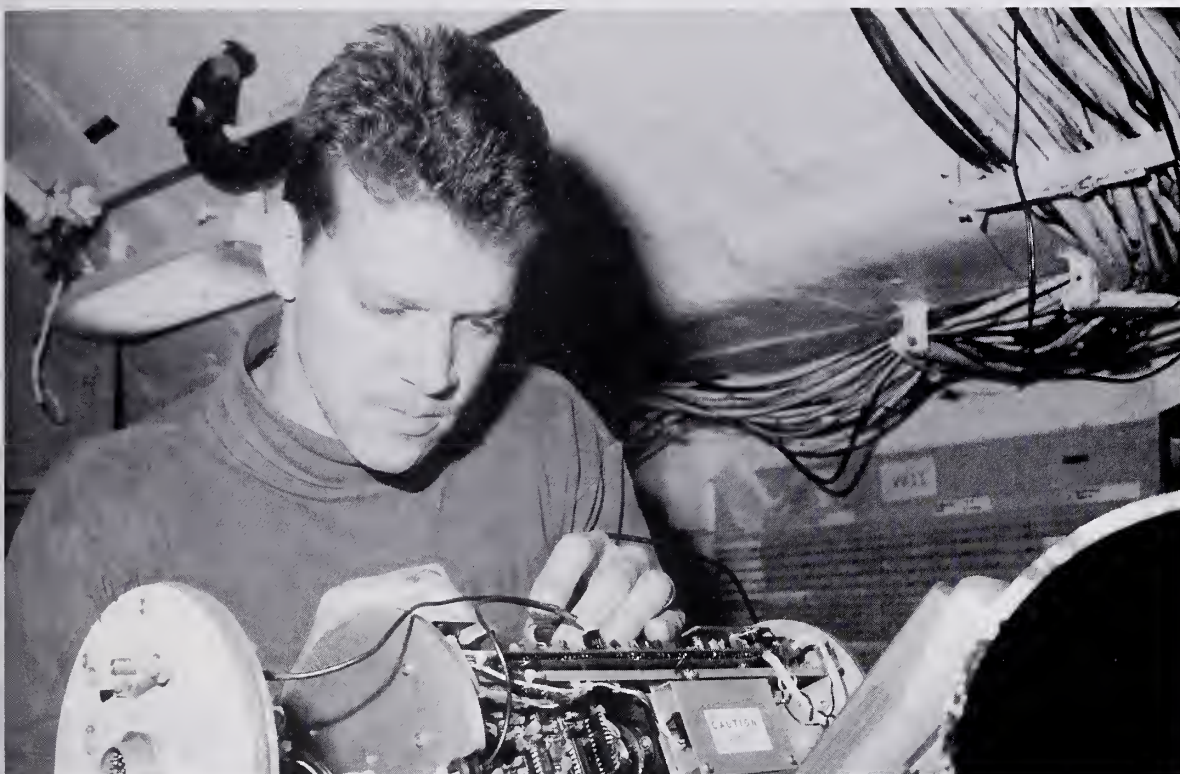
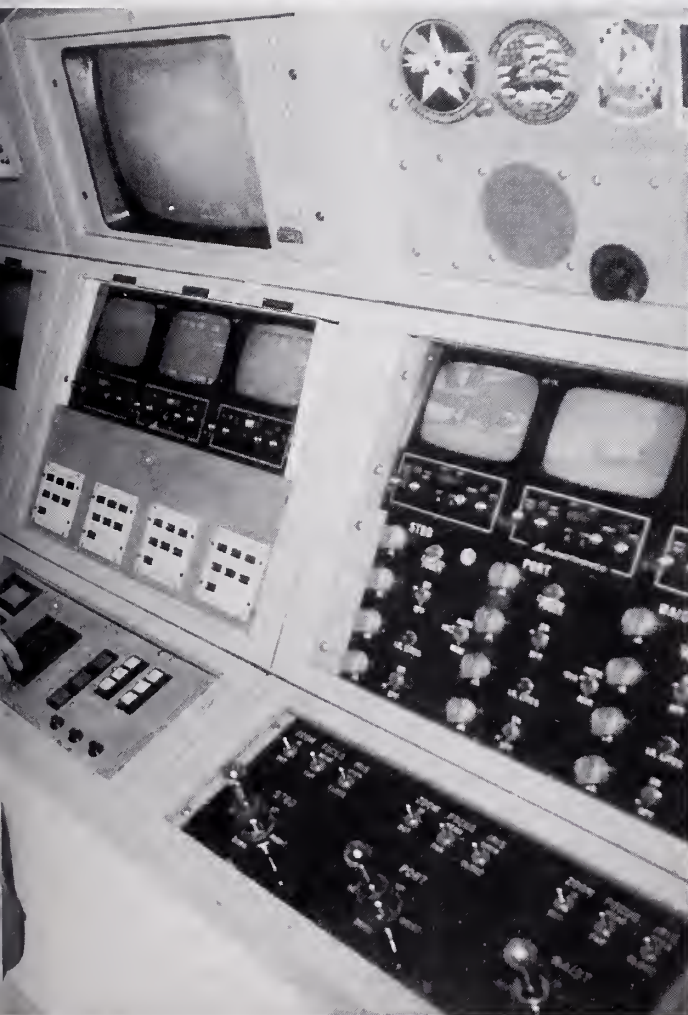


Photo by AN David B. Barber

◀ IC2 Matthew I. Coburn repairs the center line camera from the ILARTS system. This and seven other cameras record all activity during flight operations.



“We have to be sure all the angles are covered.”

– IC3 Anthony Veverka

run up (to the console) and get it.”

Although it's not difficult for the ILARTS crew to figure out when aircraft will launch, knowing when they'll land is another story. They listen to the chatter between inbound pilots and the landing signal officer aboard *Roosevelt* to anticipate how and when to set up for each landing. In case of an accident, the videography can be studied to determine the cause.

“We have to be sure all the angles are covered,” said IC3 Anthony Veverka. “During launches, we get the aircraft as it hooks up to the shuttle. Each catapult has its own camera, except 3 and 4 — they share one. Then we switch over to the island during launch.”

“[This way] we can help ensure that mistakes don't happen again,” said Coburn. ‡

Doucette is assigned to USS Theodore Roosevelt (CVN 71) public affairs office.



One of a kind ship

Story by JO3 Robert W. Garnand, photos courtesy of Scripps Institution of Oceanography

On June 22, 1996, members of the Marine Physical Laboratory at the Scripps Institution of Oceanography will gather at the Nimitz Marine Facility in San Diego to celebrate the 34th birthday of the floating instrument platform (FLIP).

During the past 34 years, this ship has flipped more than 330 times, according to retired CAPT William Gaines, assistant director of the Marine Physical Laboratory at the Scripps Institution of Oceanography. "FLIP is the only research platform in the world with the ability to operate at sea in the vertical and horizontal positions," said Gaines.

When vertical, FLIP moves less than 10 percent of the surface wave height. This makes FLIP a very stable platform, he said, which gives scientists the ability to take accurate measurements at sea as well as making it valuable for all types of oceanographic research.

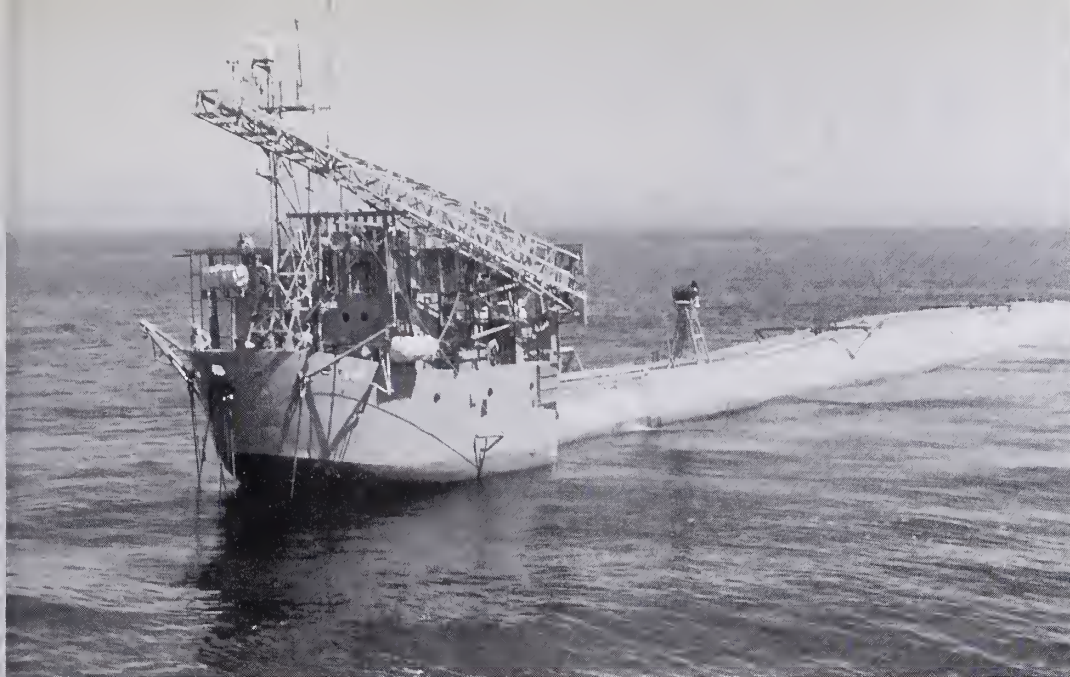
FLIP is a Navy-owned platform used by scientists for oceanographic research. The five-man civilian crew of FLIP are assigned to Scripps Institution of Oceanography, University of California, San Diego.

According to Gaines, FLIP was designed to support the Navy's Submarine Rocket program. FLIP was launched June 22, 1962, at the Gunderson Brothers Engineering Company in Portland, Ore., then towed to San Diego to begin oceanographic research.

FLIP is 355 feet long with the bow section providing room for machinery, electronic equipment and living spaces for crew members and up to 11 scientists. The aft part of the ship is made up of 10 ballast tanks.

FLIP does not have its own propulsion system, so it's towed to research sites in the horizontal position. Gaines said when the FLIP reaches its destination, some of the ballast tanks in the aft 276 feet of the ship are flooded, which causes the ship to flip into a vertical position.

"FLIP has three diesel engines that are used to generate electrical power for the platform and its installed scientific equipment. The diesel engines and the galley equipment are mounted on trunnions (pivot



It takes 20 minutes for FLIP to complete its transition from a horizontal to a vertical position. To move FLIP into a vertical position, ballast tanks in the aft 276 feet of the ship are flooded. Compressed air, stored in eight large air bottles, blows the water out of the tanks and maneuver the ship back into a horizontal position when research is done.

hat **FLIPS**

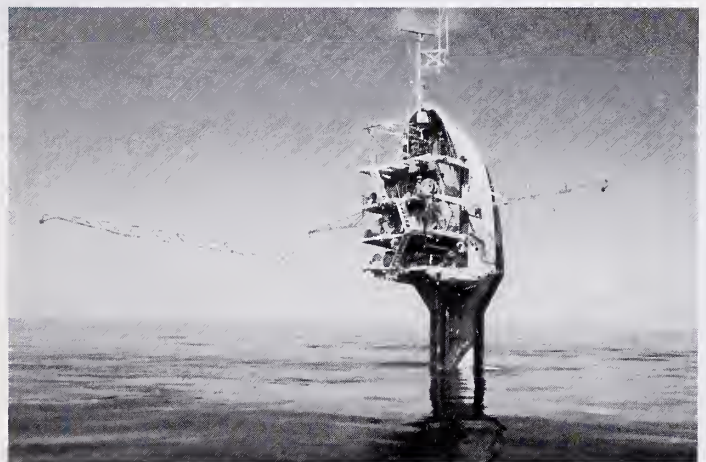
points) so they can be operated in both the horizontal and vertical positions. The electronic equipment used by the scientists is mounted on portable racks that are bolted to the deck for use when in the vertical position," Gaines said.

Preparing for the flipping maneuver takes one hour while the actual flip takes about 20 minutes.

Once Flip is in the vertical position, scientists begin their research from the four external decks located on the 55-foot bow section that stands above the surface of the sea. Also, observations below the surface can be made by monitoring equipment mounted along FLIP's 300-foot hull.

Gaines said after the research is done, compressed air, stored in eight large air bottles, blows the water out of the tanks and maneuvers the ship back into a horizontal position.

The FLIP is not a ship that goes out to sea just once or twice a year though. "FLIP has supported 10 separate scientific cruises from July 18, 1994, to May 14, 1995," said Gaines. "During 1995, FLIP spent 117 days at sea and supported a National Oceanographic and Atmospheric Administration research program on the coast of Oregon for 30 days."



As we tip our hat to a ship called FLIP, we salute the civilian crew and the Navy ship celebrating its 34th birthday. ‡

Garnand is assigned to the Commander Naval Surface Force, Pacific, San Diego public affairs office.

Keeping PACE with the future

Story and photos by JO1 Ron Schafer

Earning college credit while at sea is now a little bit easier thanks to the Program for Afloat College Education (PACE). PACE lets Sailors on board ships, submarines and some remote duty stations continue taking courses toward their associate's or bachelor's degree while far away from a college campus. The program offers three levels of instruction: academic skills, college prep courses and college courses.

"There's still this feeling out in the Navy, that there's PACE I and PACE II — that PACE I is with instructors and PACE II is computers," said Dennis Moore, the program management division supervisor at Naval Education and Training Program Management Support Activity (NETPMSA), Pensaco-



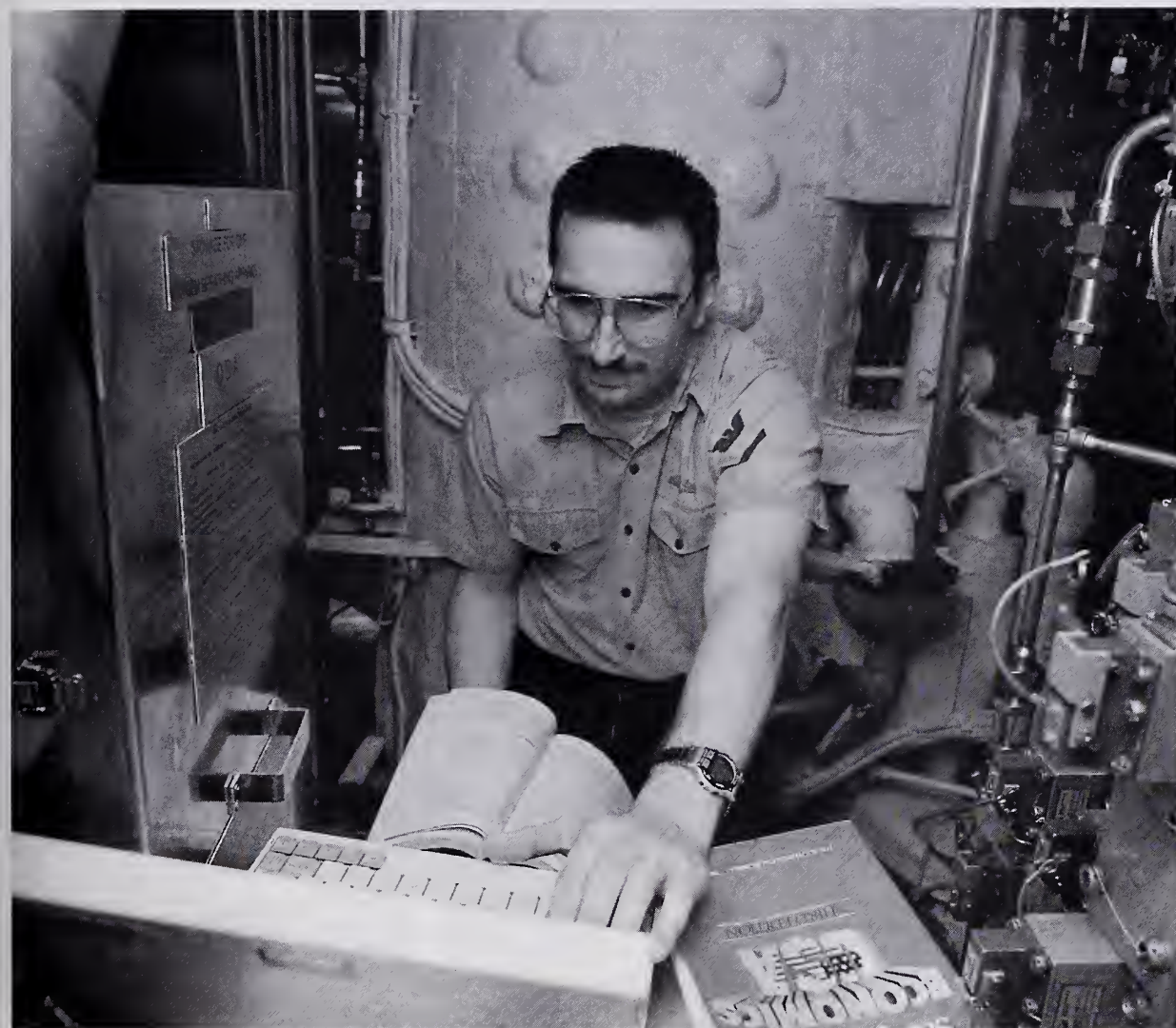
▲ The computer-based courses use a self-paced interactive computer video format to lead students through the course.

◀ GSE2 Kender Surin, a Jamaica, N.Y., native is a PACE student on USS *Scott* (DDG 995).

la, Fla. "That's no longer true," Moore said. "We have one consolidated program called PACE. We deliver computer-based or instructor-led courses, based on the needs of the command."

The academic skills course offers refresher courses on reading, writing and mathematics. The college prep courses and college courses are available using instructors or an interactive computer/video format.

"The goal of this program is to help students earn associate degrees," explained Carol Thompson, PACE program manager at NETPMSA.



Sailors can use PACE any time, anywhere and in small areas.

"It's a good course," said Fire Controlman 1st Class (SW) Kevin R. Fore of Dayton, Ohio, describing the computer-based course he took. "The thing I like is the flexibility. Where I stand watch, up in combat, we're on a rotating schedule. Trying to find time for a regular class is tough. With the computer class, I was able to work around my watch schedule."

Fore, stationed on board USS *Scott* (DDG 995), said he was able to get as much from the self-paced computer course as an instructor-led course he took on a previous deployment.

"With the computer course," he said, "you're forced to read every chapter, whereas an instructor might move around the book. I was able to get more out of

the course reading the entire book."

Besides the convenience of PACE courses, all college credits are recorded by individual schools that are members of the Servicemembers' Opportunity Colleges Associate's and Bachelor's Degree Program for the Navy (SOCNAV). Credits are fully transferrable. The Navy pays 100 percent of the tuition costs, but students are responsible for their textbooks and need to make sure the college has a SOCNAV agreement.

So, what are you waiting for? It's convenient, affordable and easy to get. All it takes is a commitment to learn and a desire to better yourself. After all, smarter Sailors make a smarter Navy. ‡

Schafer is a Norfolk-based staff writer assigned to All Hands.



Exams: How do we advance?

Story and photos by JO1 Ron Schafer

You study. You take the exam. You wait. We've all done it, and pretty soon it will be time to do it again. But what happens after the test is over? Who decides whether or not you advance, and how do they do it?

The answers are at Saufley Field, Pensacola, Fla., home of the Naval Education and Training Program Management Support Activity (NETPMSA).

The Navy Advancement Center at NETPMSA is staffed by fleet subject-matter experts and instructional systems specialists who oversee all areas of the Navy enlisted advancement exam, rate training manuals and personal advancement requirements (PARS).

According to Master Chief Machinist's Mate (SS)

Tom Connell, NETPMSA's command master chief, there's no secret formula that determines who gets advanced. "If you understand the internal mechanics of the system," he said, "[you'll see] it is a fair system and the performance of individual Sailors are judged in an equitable way."

Here's how it works. When you've completed your exam, the test booklet is destroyed. The answer sheet is verified for accuracy and validated by your educational services officer (ESO). After verification, the answer sheets are sent to NETPMSA by registered mail.

NETPMSA personnel re-verify the answer sheets and separate them into batches. Personal data and

***“There’s no secret formula that determines who gets advanced.”
– MMCM(SS) Tom Connell***

answers are scanned from the answer sheets and stored in the main computer. The scanner also locates discrepancies (incorrect rate, name, social security number, unit identification code, etc.) that must be corrected before the tests are scored. Invalid questions and answers are weeded out after 80 to 85 percent of the answer sheets are received.

Each answer sheet is scored and a raw score is determined. The raw score is simply the number of correct responses. From those raw scores, a bell curve is created within each rate based on population. From there, a standard mean deviation is derived for each rating exam to determine the standard score conversion.

After standard scores are calculated, NETPMSA tells the Bureau of Naval Personnel (BUPERS) how many Sailors passed the exam within each rate. At the same time, NETPMSA determines each Sailor’s final multiple, a combination of your standard score, length of service, time in rate, awards, passed-not-advanced (PNA) points and evaluations. The candidates are then ranked (highest to lowest) according to their final multiple.

BUPERS then determines the number of Sailors they will advance within each rate and notifies NETPMSA. NETPMSA takes that information and figures the minimum final multiple score required. For example: BUPERS determines they can advance 10 signalmen to petty officer 1st class. NETPMSA counts the 10 highest final multiples and comes up with the final multiple required. If more than one person makes the final cutoff — in other words, if the minimum multiple required is 218.50 and five people have that score — those Sailors will be advanced.

There is no secret how exams are graded, and it’s just as true there are no secrets to preparing for them. You have to study, but how do you go about that?

✚ Start by forgetting the myths you’ve heard about your profile sheet. It does not tell you how many questions you got right or wrong. It only tells you how well you did compared to the other Sailors who took the same exam.

✚ Second, the profile sheet does not tell you what you should study for the next exam. It only reflects how well you performed, in relation to your peers, on this exam. The next exam will not have the same questions and you might not be competing with the same peers.

✚ Don’t use the profile sheet as a basis for your training and study program. There are no shortcuts. You must study the entire advancement bibliography to be truly prepared. Using your PARS is a good place to start.

While we’ve all looked at the advancement exam with some trepidation, it really isn’t that bad. Studying everything and using the most current bibliography, could mean the difference in earning that next chevron or a new set of anchors. ✚

Schafer is a Norfolk-based staff writer for All Hands.

Go Fiche!

Microfiche, that is

Story and photos by JO3 Jeremy Allen

Everybody from E-1 to O-10 has a microfiche, and keeping yours updated is very important, according to LT Keith Wichmann, head of records control and quality assurance at the Bureau of Naval Personnel (BUPERS). "The No. 1 reason you need to get your microfiche updated is for promotion," said Wichmann. "I can tell you there is a definite effect if a service record is not complete."

To ensure your record is updated, Wichmann said, "Order your microfiche and PSR every year. A PSR is a performance summary record, formerly called an ESR [enlisted summary record] or OSR [officer summary record]," he said. "This is a brief overview of the main portions of your service record."

What exactly is a microfiche? "A microfiche is an official copy of your service record," said Wichmann. "It's a sheet of film containing photo images of printed information from your service record. Your personnel support detachment (PSD) and administration office submit new documents to BUPERS, where it is added to your permanent record."

► A civilian employee at BUPERS scans records for a Sailor's microfiche.



▲ AT2 Tom J. Gambitsky from AIMD, Jacksonville, Fla., reviews his microfiche at BUPERS.

Chief of Naval Personnel maintains the permanent records of current officers and enlisted personnel in microfiche format in the Military Personnel Records System (MPRS). Master personnel records contain only specific types of documents that are important to personnel administration. Documents that might influence a member's career are retained and others are deleted by BUPERS.

"These files are primarily used for selection boards, but they are often accessed by detailers and people handling retirements, benefits and retention matters," said Wichmann. "It's a way to document awards, fitness reports and data for selection boards."

Documents coming into PERS 313D are separated. "We typically receive about 300,000 to 800,000 documents per month. Of those, we throw away 100,000 to 300,000 documents that don't belong," said Wichmann. "If you are unsure of what to send, check

Photo by PH1 Dolores L. Anglin



▲ Edilma Galeas, a photomatrix operator at BUPERS duplicates a microfiche.

BUPERSINST 1070.27 or ask your PSD or administration office," he added.

Many people send information that isn't necessary. Pages 4, 5, 9 and 13 are only accepted at the end of an enlistment or PCS transfer. If a person wants to send Pages 4, 5, 9 and 13 to the president of a board they can do so, but their microfiche will not be updated.

"Letters of commendation and letters of appreciation are not accepted, unless signed by the President, Vice-President or Secretary of Defense," added Wichmann. "People try to send information just before a selection board convenes. Usually the data is not needed and makes for wasted time and paper."

Don't wait until just before your selection board to get all pertinent information in your records. Take care of your records at least three months in advance. Don't take a chance and risk not getting an advancement because you didn't have your service record updated. ‡

Allen is a staff writer and Anglin is a photojournalist, both assigned to All Hands.

How to get it

To get a copy of your microfiche or PSR, simply fax or mail a 1070/879 request (from your PSD or admin office) with your full name, Social Security Number, address and signature for processing to:

***The Bureau of Naval Personnel
ATTN: (PERS 313C1)***

***2 Navy Annex
Washington, D.C. 20370
or***

***Fax DSN: 224-8882 or
(703) 614-8882.***

Career

| Rate | E1 SR/AR/FR/ DR/HR/CR | E2 SA/AA/FA/ DA/HA/CA | E3 SN/AN/FN/ DN/HN/CN | E4 PO3 |
|---|--|---|---|---|
| Billet Assignment | Boot Camp | Initial Training | Ships/Shore Assignment or Advanced Training | Ships/Shore Assignment or Advanced Training |
| Target Advancement | <i>This is the minimum target for advancement. Time in service averages may differ for your rating.</i> | 9 mos | 18 mos | 2 yrs |
| Time in Rate Requirement (Minimum) | 9 mos | 9 mos | 6 mos | 12 mos |
| Navy Leadership Development (mandatory) | <i>Refer to the Advancement Handbook for Petty Officers for your rating to find references and special requirements.</i> | <ul style="list-style-type: none"> •BMR •SN/AN/FN Course •Verify rating entry requirements for "A" school or OJT | <ul style="list-style-type: none"> •MR PO3 •PARS PO3 •Rate Training Course (as required) •NW Exam | <ul style="list-style-type: none"> •MR PO2 •PARS PO2 •Rate Training Course •NW Exam |
| Leadership Self-Development Courses & Qualifications (voluntary and nominative) | <ul style="list-style-type: none"> •Naval Orientation •Navy Regulations •Safety Afloat •Equal Opportunity in the Navy •Human Behavior •Basic Skill Courses •ESWS/EAWS/SCWS/SS as available •Professional Reading List (see Navy Leader Planning Guide) •National Apprenticeship Program Certification •Watch Standing Qualifications (most senior in rate) | | | |
| Off-duty Education | <ul style="list-style-type: none"> •English Composition •Basic Mathematics or College Algebra •Computer Literacy | | | |
| Key | BMR = Basic Military Requirements; MR = Military Requirements; NW = Navywide; NLDP = Navy Leadership Development Program | | | |



**E5
PO2**

**E6
PO1**

**E7
CPO**

**E8
SCPO**

**E9
MCPO**

Work Center
Supervisor

Dept./Div.
LPO

Dept./Div LCPO
CPOIC

Dept./Div.
LCPO

Dept./Div. LCPO
Div. Off./CMC

3 yrs

6yrs

9 yrs

12 yrs

15 yrs

36 mos

36 mos

36 mos

36 mos

*At any point in your
career, explore
commissioning paths
such as
Seaman to Admiral,
Naval Academy and
Prep School,
BOOST, OCS, NROTC,
LDO and CWO.*

- MR PO1
- PARS PO1
- Rate Training Course
- NW Exam

- MR CPO
- PARS CPO
- Rate Training Course
- NW Exam

- MR SCPO
- NLDP CPO Course
- Validation SCPO

- MR MCPO
- Validation MCPO

- Advanced Technical Training, "C" Schools
- All other correspondence courses
- Command Training Team Course
- Command Assessment Team Course
- Career Information Training Course
- Stress Management
- TQL
- Navy Leadership Development Program
- Variety of assignments (including recruiting, recruit company commander, instructor and overseas)
- Strong performance at collateral duties such as DAPA, Training PO/CPO, PRT Coordinator, Career Counselor
- CMEQ, Command Training Team, or Command Assessment Team
- Professional Reading List
- National Apprenticeship Program Certification
- Watch Standing Qualifications
- Senior Enlisted Academy

- SOCNAV Enrollment
- Associate's degree by 10th year (rating related)
- Personnel Supervision
- Behavioral Science
- Communication Skills

- Bachelor's degree by 18th year
- Principles of Management
- Organizational Behavior
- Human Resources management

For more information, contact your career counselor or education services officer.

Hazards of surgical training virtually eliminated

Navy doctor develops technology for the OR

Story by JO2 Roy Decoster

Peering intently at his work, a training surgeon carefully maneuvers the tools in his gloved hands through a complex operation. Feeling the pressure of his blade against his patient, he brings the scalpel down to make an incision. The surgeon has never performed this surgery before, and unfortunately the scalpel slips.

No alarms sound. No staff members hurry to save the patient's now-endangered life. Although the patient appears real to virtually every sense the surgeon possesses, it is actually a computer-generated environment called "virtual reality (VR)." The surgeon will learn from his mistake and improve his techniques, without risk to human life.

LCDR (Dr.) Richard Rowe, a staff neurosurgeon at the National Naval Medical Center (NNMC), Bethesda, Md., spends two days a week developing the technology used to generate virtual patients.

The technology centers around a high-speed computer, that creates realistic three-dimensional images of the various interiors of the human body on a screen, and makes them appear to react to manipulation exactly as the human body would.

After coordinating with Mike Lilienthal of the Naval Medical Research and Development Command, a tenant command of NNMC, Rowe received approval for a Cooperative Research and Development Agreement (CRADA) to develop the technology. Since then, Rowe and other experts have been honing the edge of VR technology hoping it will one day train surgeons.

To give a surgical student a real "feel" for surgery,

according to Rowe, the computer must also transmit tactile (touch) sensations back to the student's hand as if he or she were manipulating real objects. When the student bumps an organ with his "virtual" probe, he must be able to feel that contact through the instrument handle between his fingers.

As a teaching tool, the technology will give instructors a chance to put their students through some very rigorous paces. "In a virtual environment, you can take

[tough] anatomy, the most unusual anatomic variation, and make a surgeon deal with it," said Rowe.

How virtual surgeons will interact with the organ models has not been fully determined.

Currently, instru-

ment handles connected to robotic arms are being developed which can measure the force and direction of the surgeon's movements and apply the feedback forces which tell the surgeon that he has bumped, brushed, moved, cut or punctured the model he is working with. A model of something as complex as the human body requires a computer fast enough to process the massive amount of data involved.

"One of the challenges that we have is achieving a balance between resolution and the speed at which you can change the image you are looking at," said Greg Merrill, president and chief executive officer of High Techsplanations (HT), a company considered to be a world leader in VR medical visualization.

Any project including such advanced, expensive equipment is restricted by available funds, but "hardware is getting smaller and cheaper," Merrill added.

"To give a surgical student a real feel for surgery, the computer must also transmit tactile (touch) sensations back to the student's hand as if he or she were manipulating real objects."

— LCDR (Dr.) Richard Rowe

Virtual surgery software uses graphic models of the human body as patients. "Much of the research uses topographical models, created by a medical illustrator who modifies or sculpts photographic images that have been scanned into the computer," said Rowe.

These patients are constructed through mathematical representations (x, y and z coordinates) of points in space. If you connect enough of these points, they form objects called wire-frame models. Through a procedure called texture mapping, a photograph of a real organ is "wrapped" around the wire-frame by the computer, creating an organ that is "easily recognizable by a surgeon," according to Rowe.

well-respected neurosurgeon who visited HT for a demonstration of virtual surgery.

"Always, after a surgery, we would like to operate the same surgery again, but it is not possible," said Yasirgal. "Now, we can practice on the computer before doing surgery."

There is only one problem with the technology, according to Yasirgal. "I would like to be young again! I would like to be 40 so I could grow up with this equipment. The next generation must be trained

with this system," he concluded.

There is no way to tell where, when, or if ever the development of virtual surgery will end. Merrill thinks perhaps surgeons will eventually "record" a surgery in virtual reality and that later a computer will perform the actual operation, with much greater speed and dexterity.

This much is certain: Navy doctors involved in the creation of tomorrow's medical technology will be there, helping to push the envelope. ‡

Decoster is assigned to the National Naval Medical Center public affairs office in Bethesda, Md.



"Last year, the only computers capable of this type of simulation cost more than \$200,000. [Recently], a new computer [has been produced that is] almost as powerful for \$35,000," Merrill explained.

"In a year, this technology is going to be old. There will be something better and faster. Things that are difficult for the computer to do now, time-wise, in another year or two, they will be doing them considerably faster. You'll be able to do these things on a desktop computer," said Rowe.

That there is a very serious future for the technology is beyond doubt, according to Dr. Gazi Yasirgal, a

A Proud Tradition **The United**



States Navy

Throughout its history, the Navy has successfully met all of its challenges. America's naval service began during the American Revolution, when, on Oct., 13 1775, the Continental Congress authorized a few small ships, creating the Continental Navy. Esek Hopkins was appointed commander in chief and 22 officers were commissioned, including John Paul Jones.

From those early days of naval service, certain bedrock principles or core values have carried on to today. They consist of three basic principles.

HONOR: "I will bear true faith and allegiance ..."

Accordingly, we will: Conduct ourselves in the highest ethical manner in all relationships with peers, superiors and subordinates; Be honest and truthful in our dealings with each other, and with those outside the Navy; Be willing to make honest recommendations and to accept those of junior personnel; Encourage new ideas and deliver the bad news, even when it is unpopular; Abide by an uncompromising code of integrity, taking responsibility for our actions and keeping our word; Fulfill or exceed our legal and ethical responsibilities in our public and personal lives twenty-four hours a day. Illegal or improper behavior or even the appearance of such behavior will not be tolerated. We are accountable for our professional and personal behavior. We will be mindful of the privilege to serve our fellow Americans.

COMMITMENT: "I will obey the orders ..."

Accordingly, we will: Demand respect up and down the chain of command; Care for the safety, professional, personal and spiritual well-being of our people; Show respect toward all people without regard to race, religion, or gender; Treat

each individual with human dignity; Be committed to positive change and constant improvement; Exhibit the

highest degree of moral character, technical excellence, quality and competence in what we have been trained to do. The day-to-day duty of every Navy man and woman is to work together as a team to improve the quality of our work, our people and ourselves.

COURAGE: "I will support and defend ..."

Accordingly, we will have: courage to meet the demands of our profession and the mission when it is hazardous, demanding, or otherwise difficult; Make decisions in the best interest of the Navy and the nation, without regard to personal consequences;

Meet these challenges while adhering to a higher standard of personal conduct and decency; Be loyal to our nation ensuring the resources entrusted to us are used in an honest, careful, and efficient way. Courage is the value that gives us the moral and mental strength to do what is right, even in the face of personal or professional adversity. †



These are the CORE VALUES of the United States Navy.

Old Glory

created by Americans for Americans

story by JO3 Jeremy Allen, photos by PH1 Dolores Anglin



Yards of bright red, white and blue fabric hang endlessly over tables as rows of clattering sewing machines echo throughout the building. The sounds you hear are rare in today's high-tech industry; they are ordinary people making an extraordinary piece of America, one stitch at a time.

The birth place of most American flags is Walmensdorf, Pa., home of the Valley Forge Flag Co. These flags are seen around the world flying from city rooftops to ship flagstaffs. "From the Oklahoma bombing victims to President John F. Kennedy, our flags have been used around the world," said Rod Simmons, a retired Navy supply officer, now a government contractor at Valley Forge.

Flag making at the Valley Forge Flag Co. is more than just a job, it's a tradition. The company was started by the Liberman family, back in 1932, when they rented their first factory. The company now employs 350 people.

Inside the large, open-bay building, rows of people work on different parts of flags. "Valley Forge flags are patriotic, it's the American way," said Gil Rolon Jr. supervisor of the U.S. No.1 Kit packing area. "It's great seeing flags hanging on people's porches and thinking,

The most popular size flag sold

Size: 5 feet by 9.5 feet.

Number Sold: 400,000 to 500,000 flags per year.

Material Used: 3 to 4 million square yards of material a year.

Weight: 2.5 pounds each.

Number of People to Make It: 15 to 20.

Country of origin: All the American flag materials used are made in the United States.

'Hey, we made that.'"

Even with advances in technology and computerization of many industrial jobs, one thing still remains — the need for sewing machine operators. "Whatever there is to be sewed, I like to sew it," said Francis R. Major, who's been stitching Valley Forge flags for more than 53 years. "Right now, I do code flags for the Navy. I always look for our flag wherever I go. Major's dedication to her country is seen through her work. "I enjoy all the years I have worked here and hope I can work a little longer before I retire. It



◀◀ A woman sews the red and white portions of the American flag together.



◀ Anthony J. Cassler, a flag grommet press operator, poses with the bundle of flags that he finished putting rings into.

The Largest American Flag (made by Valley Forge Co.)

Size: 30 feet x 60 feet

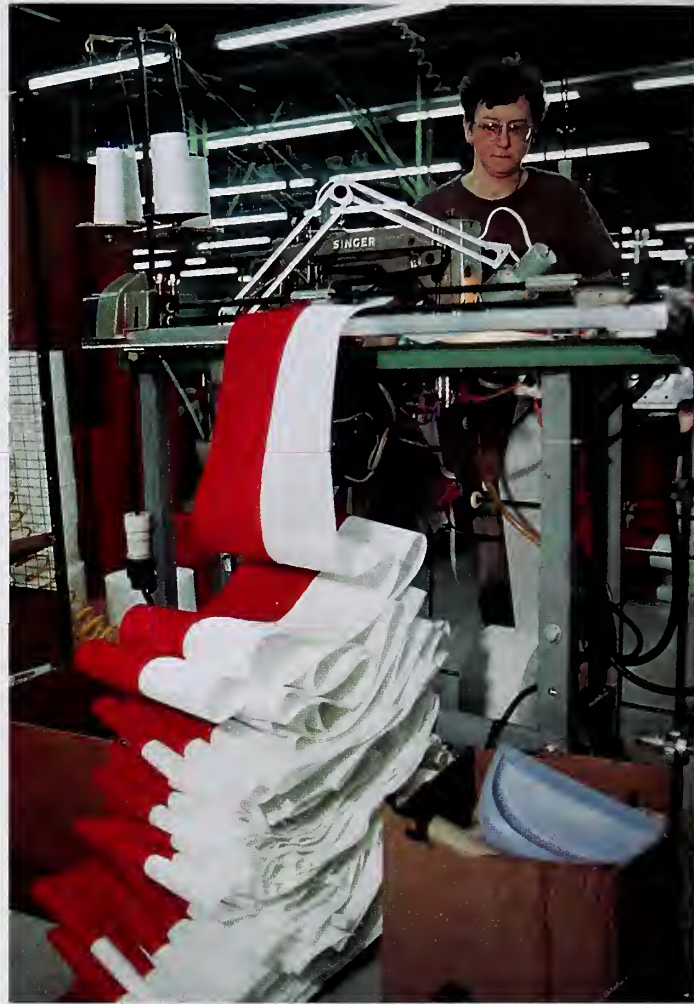
Number Sold: 40 to 50 per year.

Material Used: 220 square yards of material to make just one.

Weight: 70 to 100 pounds and it takes 10 to 12 people to fold it.

Number of People to Make It: 20 to 25.

Country of Origin: All the American flag materials used are made in the United States.



▲ Another part of the flag is put together one stitch at a time.

makes me feel proud to work for a company such as this." Major feels she stitches a piece of American history with every flag she sews.

Flag history remains unclear, but the American flag began as an act of Congress more than 200 years ago. June 14, 1777, was officially designated as Flag Day.

The flag is more than just a nation's symbol — it also symbolizes the people who stand behind it.

Whether on the battle line or the production line, the American flag symbolizes freedom. "I feel honored to work for a flag company, doing something for my country," Major said. "I thank God I live in America." ⚓

Allen is a staff writer and Anglin is a photojournalist both assigned to All Hands.

► Thousands and thousands of yards of material are used every day to make these flags.



‘And the rockets’ red glare ...’

Story by JO3 Jeremy Allen

A small historical landmark in Baltimore’s busy Inner Harbor stands proud on the corner of Pratt and Albemarle Streets. Surrounded by skyscrapers, restaurants and tourist attractions, this little house is a link to a 182-year-old song.

As one of Baltimore’s oldest residences, the Star Spangled Banner House was built in 1793. From 1807 to 1857, it was home to Mary Young Pickersgill, a ship and military colors maker.

According to Cynthia A. Nauta, director of the Flag House, “Mary was not quite as famous as Betsy Ross, but just as important.” In July 1813, Pickersgill sewed the 30-foot by 42-foot flag that flew over Fort McHenry during the War of 1812.

It was this Star-Spangled Banner flag that inspired Francis Scott Key to write a poem that later became our national anthem.

“Key wrote the poem while being held prisoner by the British forces in the War of 1812. He was trying to secure the release of his friend, Dr. William Beanes, when they were detained until after the raid on Fort McHenry,” said Nauta.

On the morning of Sept. 14, 1814, it was “by the dawn’s early light, that Key saw “that our flag was still there,” and in the intensity of the moment, wrote the lines of this famous patriotic song.

“Pickersgill was the daughter of a flag maker named Rebecca Young, who made the grand union flag, the



This post card shows what’s left of Mary Young Pickersgill’s flag, that now hangs in the Smithsonian Institution in Washington, D.C.

official flag of the United States. Pickersgill remained in the house until she died in 1857,” said Nauta.

In 1927, The Star-Spangled Banner Flag House Association Inc., was formed to preserve the home. “Keeping its mission of interpretation, education and conservation, The Flag House offers tours and a museum to continue educating people on its historic and patriotic past,” Nauta said. “This house is unique because it has the history of the only woman who sewed the Star-Spangled Banner — Mary Young Pickersgill.” †

Allen is a staff writer assigned to All Hands



The Star-Spangled Banner

Oh! say, can you see, by the dawn’s early light,
What so proudly we hailed at the twilight’s last gleaming?
Whose broad stripes and bright stars, thro’ the perilous fight,
O’er the ramparts we watched were so gallantly streaming?
And the rockets’ red glare, the bombs bursting in air,
Gave proof through the night, that our flag was still there.
Oh! say, does that star-spangled banner yet wave
O’er the land of the free and the home of the brave?



Fifth Fleet:

A mile wide and a millimeter thick



Sizzling hot! That's the temperature Sailors and Marines face in the Middle East for the majority of the year. It's also the nature of the Navy's mission there, where conflict and tension are commonplace.

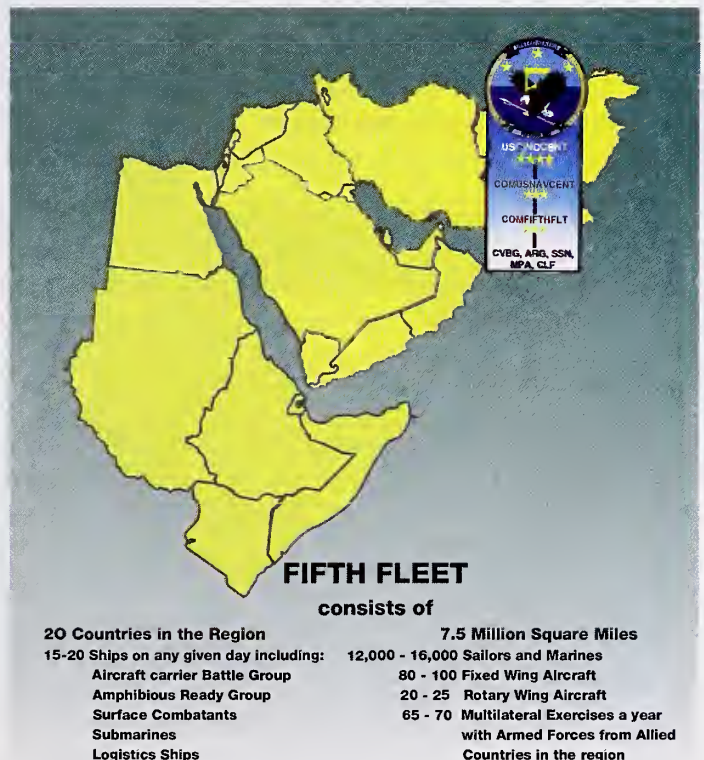
Crew members swelter aboard ships in the Arabian Gulf where the temperature reaches 120 degrees or higher. High humidity intensifies the torrid air.

With six major operations in 18 months; 12 in three years and nearly 70 naval and military exercises with 10 foreign countries and other U.S. military forces in the past year, the pace stays as hot as the temperature in the U.S. 5th Fleet.

Three operations are still active: Maritime Interception Operations, Operation *Southern Watch* and Operation *Vigilant Sentinel*. That equates to a lot of hard work and a demanding operational tempo, but Sailors and Marines are not complaining.

"We're doing a real job, a job that [affects] the world today. We're not just steaming around practicing for a crisis," said Torpedoman's Mate 3rd Class David Ambriz, of Santa Cruz, Calif., aboard USS *Harry W. Hill* (DD 986). "We're doing real missions."

"This is where the action is!" said Marine Corps Cpl. Heath Taylor of San Diego, a member of the 15th



SMSN Deshawn Noble transmits messages with the signal search light from USS *O'Bannon* (DD 987) to USS *Lake Champlain* (CG 57) in the North Arabian Gulf.

Story by JOCS Neil Guillebeau and ENS Kimberly Marks, photos by PH1(AW) Wayne Edwards

Marine Expeditionary Force (Special Operations Capable) embarked aboard USS *Peleliu* (LPD 5). "There may be other hot spots in the world, but historically, this area is the hottest. This is my second deployment to the Arabian Gulf and it's never a dull time."

That's because 5th Fleet's area of responsibility (AOR) is expansive: 20 countries, including Egypt, Pakistan, Iraq and Kenya, and more than 7.5 million square miles.

"When the captain says go, it's up to us to make sure the engines are ready," said Gas Turbine System Technician (Mechanical) 1st Class Andres Leroux of New York City. He directs the maintenance of two gas turbine engine modules that hold two of the ship's four engines. "They are basically jet airplane engines, like the ones on DC-9s," he bellowed over the racket of engines and generators. "I work a lot hours, but it's worth it. I love it," said Leroux.

On any given day, naval forces make up 60 to 80 percent of all U.S. forces operating in the region. With approximately 800 Sailors and Marines assigned ashore to support the 20 ships in 5th Fleet's AOR, the pace can become quite demanding.

"We're a mile wide and a millimeter thick," said VADM Scott Redd, who leads the more than 15,000 Sailors and Marines assigned to U.S. Naval Forces Central Command and 5th Fleet. "Our ships and people help preserve stability in the region and protect U.S. interests," Redd said.

"Nowhere in the world does the United States [have clearer] vital interests at stake than in the Gulf," said Secretary of Defense William Perry. These interests include the survival of key allies in the region; halting the spread of chemical, biological and nuclear weap-



USS *O'Bannon* (DD 987) boarding team members return from a successful boarding of the motor vessel *Mai* in the North Arabian Gulf. *Mai* was found carrying nearly 3,000 metric tons of Iraqi diesel oil, violating U.N. sanctions, and was diverted to Kuwait.

ons; and maintaining global and economic stability.

Of the area's natural resources, oil may be the most important. Two-thirds of the world's proven oil reserves are in the Gulf and 50 percent of that passes through the strategic choke points in 5th Fleet's AOR. Fifth Fleet's forward presence helps keep that interruption from happening. "By operating forward with a highly credible and visible combat capability, 5th Fleet deters potential aggressors who would threaten regional stability," Redd explained.

Exercises such as *Bright Star* in Egypt, the largest

Stand by for Boarding!

Story by JOCS Neil Guillebeau

Dates from Iraq are the primary contraband found aboard dhows, the 70- to 100-foot wooden vessels shipboard inspection teams frequently board in the Arabian Gulf. U.N. sanctions prohibit all exports from Iraq, including dates, which can generate up to three times the price of oil.

Two of the major obstacles in dealing with dhows are not spotting them at all or if sighted, overcoming the language barrier of their crew members. "Most of the dhow masters are from Pakistan or India. They speak Urdu or Hindi," said LT Mark Becker, USS *Vicksburg's* (CG 69) weapons control officer. "It's frustrating — almost impossible — to communicate with them without a trained linguist."

But *Vicksburg* has a secret weapon to bridge the communication gap. Sonar Technician (Surface) 3rd Class Farhan Chughtai, of Houston, knows how to speak the lingo. "I was nervous about volunteering to help. I had not spoken Urdu fluently for more than 15 years," he said.

Now, after more than 85 boardings, he is a confident pro, once again speaking fluent Urdu, a Pakistani dialect and Hindi, an Indian dialect.

"There's not a boarding done without Chughtai," said *Vicksburg's* Commanding Officer CAPT T.J. Wilson III, of Biglerville, Pa. "And there are very few radio contacts made without him."

Chughtai is the 'linchpin' of Maritime Interception Operations (MIO) aboard the ship. "Without him, the order of difficulty for MIO boardings goes off the scale," Wilson said.



▲ STG3 Farhan Chughtai gives instructions to a dhow in the North Arabian Gulf to stand by for boarding and inspection by USS *Vicksburg* (CG 69) boarding team. Chughtai serves as the ship's translator for maritime interception operations.

combined, multi-lateral exercise held in the region; *Infinite Moonlight*, with Jordan; *Eager Mace*, with Kuwait; and *Iron Magic/Iron Siren*, with the United Arab Emirates, reflect the diversity of 5th Fleet's team.

"Hard working Sailors and Marines are the key to our success in this region," said Master Chief Aviation Warfare Systems Operator (AW/SW) Scott Carmean, 5th Fleet's command master chief. "They do incredible work, an amazing amount of work, each and every day. Sailors and Marines serving in the 5th Fleet truly are America's best secret weapon." ±

Guillebeau, Marks and Edwards are all assigned to Commander, 5th Fleet.



▲ USS *Vicksburg* (CG 69) crew members work on the personal qualification standards for Enlisted Surface Warfare Specialist.

Whenever *Vicksburg* makes radio contact with a dhow, the officer of the deck calls Chughtai to make the query. Since boarding parties need to question the dhow's master and crew, he goes along. Throughout

the night, the ship makes frequent radio contact with detained vessels. The ship also must query newly identified dhows by radio. Chughtai ensures everyone understands what is happening. "He gets about as many calls as I do at night," Wilson said.

A typical call may start on the ship's bridge, where Chughtai contacts the dhow's master. Then he may go with the ship's helicopter to persuade the dhow to stop. Later, back on the ship, he'll board a Rigid Hull Inflatable Boat, and bounce across the waves to translate for the boarding crew.

"One day we had six dhows to communicate with at one time," Chughtai said. "That was a hectic, yet exciting time."

With all the sophisticated equipment, computerized systems and technical expertise needed to run the *Aegis* cruiser, it all comes down to the true secret weapon in the Arabian Gulf to get the job done ... the American Sailor.

And for Chughtai, it's all in a day's work. ‡



CWO2 Glasgow, FCC John Synnes and LT Matt Reardon of USS *O'Bannon* (DD 987) discuss plans for boarding motor vessel *Mai* to inspect its cargo for possible violations of U.N. sanctions.

Guillebeau is assigned to Commander 5th Fleet public affairs.

Current Operations

Maritime Interception Operations (MIO)

Maritime Interception Operations enforce U.N. sanctions and help stem the flow of prohibited cargo going to or from Iraq. The U.N. sanctions prohibit export of any items from Iraq that could generate hard currency, or the import of industrial and military equipment. However, food and medical supplies are permitted for import into Iraq.

Since August 1990, the Navy has intercepted more than 22,000 vessels. The result: More than 10,000 vessels have been boarded. Of those, 550 have been diverted. It is the largest maritime sanction operation in history.

Operation Southern Watch

Operation *Southern Watch* monitors U.N. sanctions that prohibit Iraq from deploying aircraft below the 32nd parallel. Run by Joint Task Force Southwest Asia, 5th Fleet provides forces for the joint operation.

The no-fly zone enforcement prevents Iraqi

aggression and limits Iraq's ability to conduct offensive operations against its citizens in the southern region of the country.

Carrier aircraft complete an average of 1,000 sorties a month in support of the operation. Coalition forces have flown nearly 50,000 sorties over Iraq since the beginning of the operation.

Operation Vigilant Sentinel

Operation *Vigilant Sentinel* demonstrates U.S. resolve and commitment to peace, security and territorial integrity in Southwest Asia. The operation includes virtually all U.S. military activities in the region, including carrier battle group presence, pre-positioning ship placement and conducting several joint and combined exercises. In August 1995, 28,000 U.S. military personnel were on alert for deployment to deter any Iraqi threat. A month later, 5th Fleet's Arabian Gulf force swelled to more than 40 warships, the largest naval force in the region since Operation *Desert Storm*.

Nine rules for safe cycling

Story by Virginia Rae Mack

In four years, one Marine and four Sailors were killed while riding bicycles. During this time, 57 Marines and 216 Sailors were injured. Obviously, some of them weren't following the rules.

Millions of cyclists are on the roads every day, the same roads occupied by motor vehicles that are larger, heavier and faster than bikes. Therefore, the National Safety Council believes defensive driving applies to cyclists and motorists.

About 700 bicyclists are killed and some 39,000 suffer disabling injuries every year, according to the council's accident facts. Careful riding in traffic and wearing protective equipment are a cyclist's best shields against accidents.

All bicyclists, including family members and civilian workers, must wear a helmet while riding on Navy property. ⚓

Mack is the editor of Safetyline Magazine.

National Safety Council tips for safe cycling:



1. Obey traffic rules. Cyclists must follow the same rules as motorists.
2. Know your bike's capabilities.
3. Ride in single file with traffic, not against it. Bicycling two abreast can be dangerous. Stay as far right on the pavement as possible. Watch out for opening car doors, sewer gratings, soft shoulders, broken glass and other debris. Keep a safe distance from the vehicle ahead.
4. Make safe turns and cross intersections with care. Signal turns half a block before the intersection, using the correct hand signals. Use left arm straight out for left turns and left forearm up for right turns.
5. Never hitch rides on cars or other vehicles.
6. Before riding into traffic, stop, look left, right, left again and over your shoulder.
7. During the day or when visibility is good, wear bright clothing. At night or when visibility is poor, wear reflective clothing.
8. Make sure the bicycle has the right safety equipment. You should have: a red rear reflector and a white front reflector, a red or colorless spoke reflector on the rear wheel, an amber or colorless reflector on the front wheel, pedal reflectors, a horn or bell, a light and a rear-view mirror.
9. Use your head, wear a helmet. Head injuries cause about 75 percent of all bicycling fatalities. Look for helmets with approval stickers from Snell Memorial Foundation or American National Standards Institute.

U S Navy photo



Mugging it up before the race

These three Sailors were **not** part of the Navy's bicycle safety statistics. When the Mountain Bike Challenge in Okinawa, Japan, began, they knew their bike's capabilities and used their heads by wearing helmets. They also obeyed the nine rules for safe cycling when they hit the road. From left are: CMC Craig S. Byer, CM2 Dave B. Borkowski and CM3 Robert R. Balmaceda, all avid bike riders. Borkowski finished fifth and plans to continue riding in future races.

Photo by PA3 Shannon Knight



Safe boating is your life preserver

Story by JO2 Christopher D. Alves



Photo by Dale Puckett

◀◀ Educating the public about boating safety is one of the main missions of the Colorado River Patrol. A member of the patrol questions a boater about safety equipment and no-wake zones.

◀ A fire extinguisher is inspected during a Courtesy Marine Examination by a member of the Coast Guard Auxiliary.



Photo by PH2 Steve Gzadzinski

◀ Life jackets are an important part of boating safety. Here, a deck division officer from USS *Williamette* (AO 180), uses a life jacket while aboard a utility boat, as she helps the oiler get underway.

You're getting into your boat pierside with your friend, who's just finished a six-pack of beer. There are no life jackets in the boat, your bilge has fuel in it and your fire extinguisher is leaking. Think this couldn't happen to you? Think again. These are just some of the problems Coast Guard CWO3 Lowry Wilson from the Coast Guard Office of Boater Outreach and Education runs into.

"Alcohol and not knowing the rules for basic boating safety are the biggest contributors to accidents and deaths on the water," said Wilson. "Drunk boaters cause about 800 deaths a year."

Tests have proven that one-third the amount of alcohol that makes you legally impaired on the road makes you equally impaired on the water. However, alcohol isn't the only safety violation committed by boaters.

Life jackets are another problem. Federal law requires one life jacket per passenger on boats 16-feet long or less. The life jackets must also be U.S. Coast Guard approved and ready to wear, according to Wilson.

Life jackets that are torn, waterlogged or unwearable are found on many boats. Wilson's staff often sees boats with five to six people on board and only two or three life jackets. "If you are on any boat, any time, wear a life jacket, as it could save your life," said Wilson.

If you are an experienced boater or just beginning, you should take safety courses from the U.S. Coast Guard Auxiliary, Marine Officer's Course, U.S. Power Squadron or state and local courses.

Another way to learn about boating safety is to pick up the pamphlet Wilson calls the bible of boating safety, "Federal Requirements and Safety Tips for Recreational Boats."

Tests have proven that one-third the amount of alcohol that makes you legally impaired on the road makes you equally impaired on the water.

"I recommend it to boaters because it's easy reading and small enough to carry with you everywhere," said Wilson.

The pamphlet covers registration, law enforcement, equipment requirements, operating procedures and safety and survival tips.

However, if you have a boating accident, a report must be filed within 10 days whenever there is damage by or to the vessel or its equipment. If there is an accident involving an injury requiring medical treatment, loss of life or the disappearance of any person on board a vessel, a report must be filed within 48 hours.

All accidents must be reported to the State Boating Law Administrator of the state in which the accident occurred. The only exception is Alaska where the report is made to the Coast Guard district commander.

Remember, don't drink and drive when boating, take boating safety courses and always carry your safety tips with you. It's a matter of life and death. †

Alves is a staff writer for All Hands.

High-tech service,



easy to use

Story by JO1 Siegfried Bruner

DSN, the Defense Switched Network, goes largely unnoticed by most users because it integrates easily with other telephone services. A great deal of technological wizardry goes into DSN, and the benefits

we reap from it grow constantly.

One benefit of DSN is it's primarily a digital network. The now-extinct Autovon system was primarily analog. There is a difference. Analog communications, especially over long dis-

tances, sound like two tin cans tied to either end of a long string: distorted and far away. A digital signal, however, is coded so that it sounds clear, like it's right next door.

No big deal, you might say, especially since many

commercial services have digital capabilities, too. According to Senior Chief Radioman (SW) Ted Eisenman, assistant for shore communications automation to the Chief of Naval Operations Space and Electronic Warfare Directorate, the Defense Information Systems Agency, which maintains DSN, gives its requirements to commercial providers, who in turn bid on contracts to carry DSN.

So why have DSN? DSN provides communication capabilities for military units in all types of operating conditions, including battlefield conditions and ships at sea. For instance, a ship at sea uses satellites to

send calls to a DSN switch which connects to DSN or commercial stations as needed. This type of connection also helps land-based callers to call a ship. The call is placed like an ordinary telephone call, even though the

technology used is extraordinary. "It's a modern maze of switches that takes the best technologies of both the commercial and the military acquisition pipelines, and we put it all together to make this automatic dialing system," said Eisenman.

DSN switches can make connections between numerous parties all at once. DSN also handles a wide range of specialized traffic. Computer modems use DSN to exchange critical information, Sailors can connect to BUPERS Access, the detailers' bulletin board system, on DSN lines; and various types of secure transmissions, such as the Secure Telephone Unit and secure facsimile transmissions can be made over DSN lines.

Cool, you say, but what's in it for me? If you've been involved in any of the various military efforts

around the world, such as those in Haiti or Bosnia, you probably used a field telephone to contact base units in the United States. On a more personal level, Sailors around the fleet routinely contact detailers either on DSN lines or through BUPERS Access. At work, you might exchange digital documents, such as text files, with coworkers at other locations. You might also fax information to other commands across DSN lines.

And there is more to come. As the Defense Information Systems Agency evolves, its communications system with faster and bigger transmission "pipelines" will be available for routine use by a wide range of

commands. The ability to move large data files across DSN lines is not an unrealistic goal anymore. In the not-so-distant future, for example, you might be able to go TAD to another country and have a

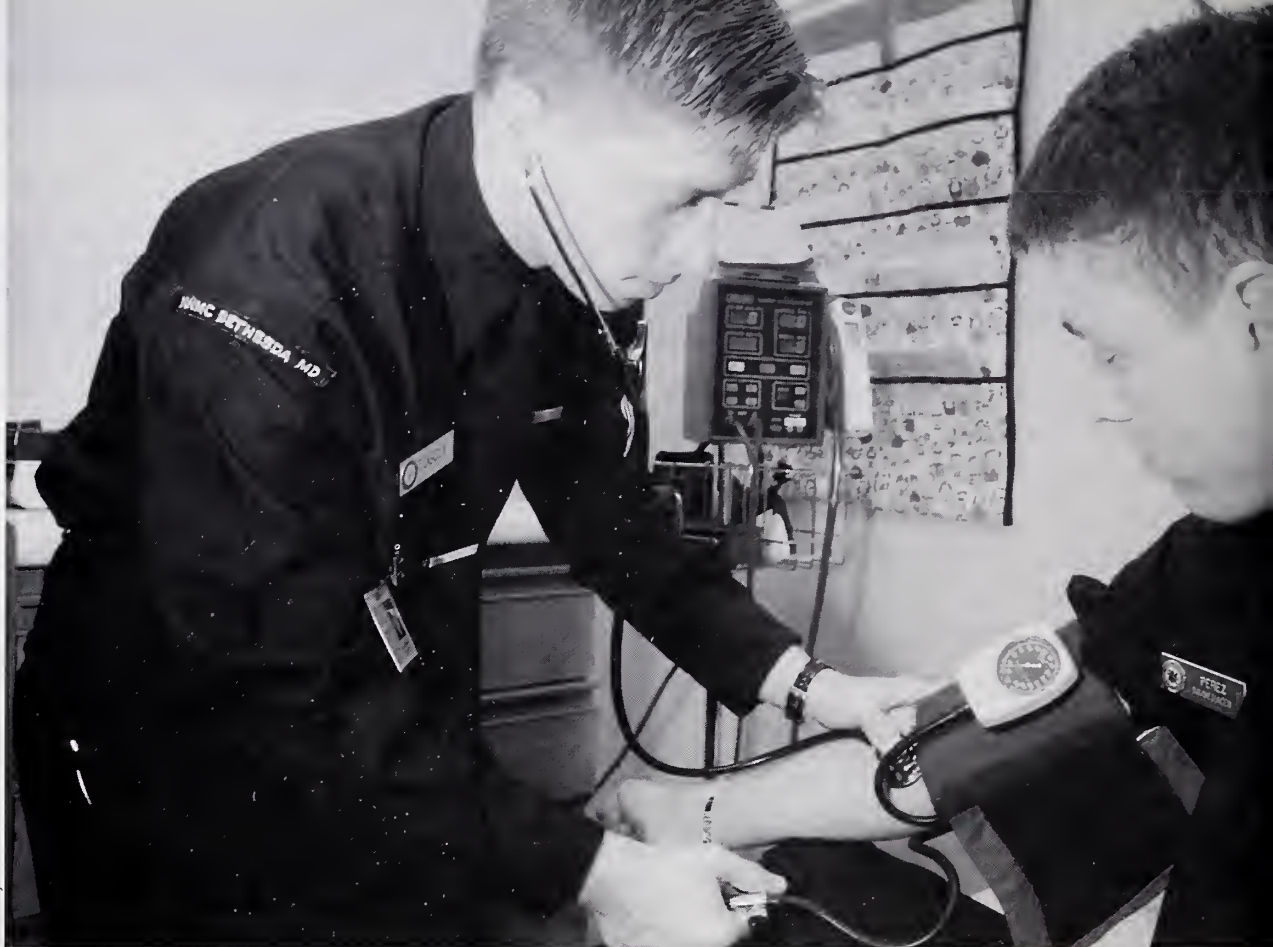
"It's a modern maze of switches that takes the best technologies of both the commercial and the military acquisition pipelines, and we put it all together to make this automatic dialing system."

— RMCS(SW) Ted Eisenman

"face-to-face" with your chain of command back in the United States through a video teleconference. Even though DSN offers a means to access global communications, future forms of DSN will be truly global, creating a more stable means of communication for all situations and in any environment.

Picking up the telephone at your command and calling another unit probably seems very easy to you — that's how the folks who provide the service want it to be. But think about this: when you find yourself in the middle of nowhere and in need of help, who you gonna call? Chances are the call won't get through without DSN. ‡

Bruner is assigned to Contingency Operations, Naval Media Center, Washington, D.C.



Understanding and controlling high blood pressure

High blood pressure can develop at any age. The good news is that with regular check ups, high blood pressure is diagnosed and treated easily.

More than 15 percent of the people who have high blood pressure have no idea the condition exists because its symptoms are not visible – it is known as the “silent killer.” The 50 million Americans who have this condition risk developing life-threatening diseases that can affect the heart, brain, eyes and kidneys.

Understanding Blood Pressure

Your blood pressure should be measured in beats per minute when the heart is pumping heavily (after some

exercise) and when it's at rest (after sitting) to determine if it's normal. The measurement is a combination of two numbers, for example, 120 over 80.

The systolic pressure, which is measured first, represents the force of the blood when the heart contracts to move blood through the arteries. A normal systolic reading is between 100 and 140.

Diastolic blood pressure, measured second, represents the pressure as the heart relaxes. Normal diastolic blood pressure is between 70 and 90.

How High Blood Pressure Develops

Age and lifestyle can influence arterial change. Arteries may get narrower because of a build up of fatty deposits on the lining of the artery wall. This

◀ YN3 Raul Perez gets his blood pressure checked at National Naval Medical Center, Bethesda, Md.

▼ Doctors monitor blood pressure during an exercise stress test at Naval Hospital, Rota, Spain.

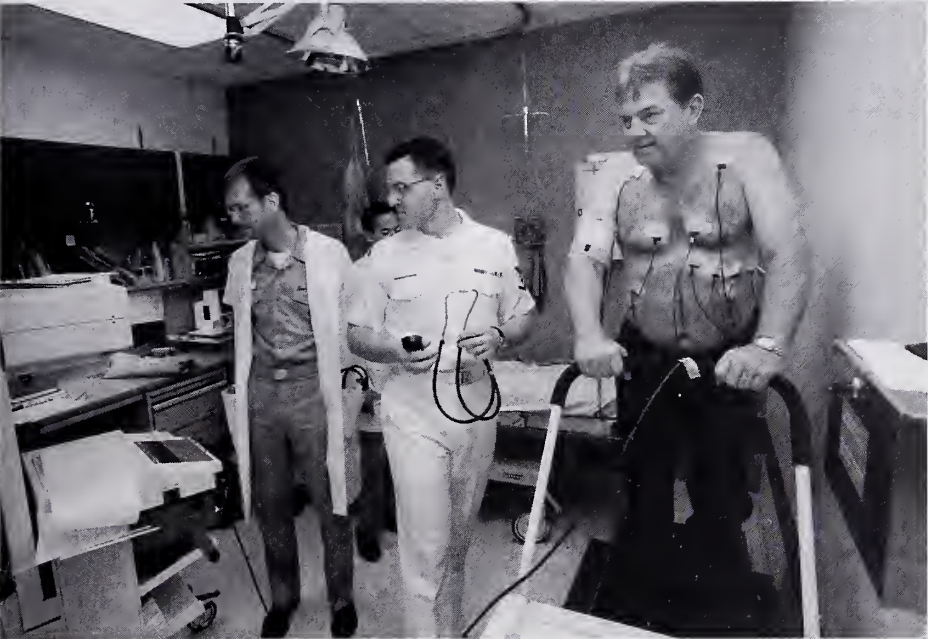
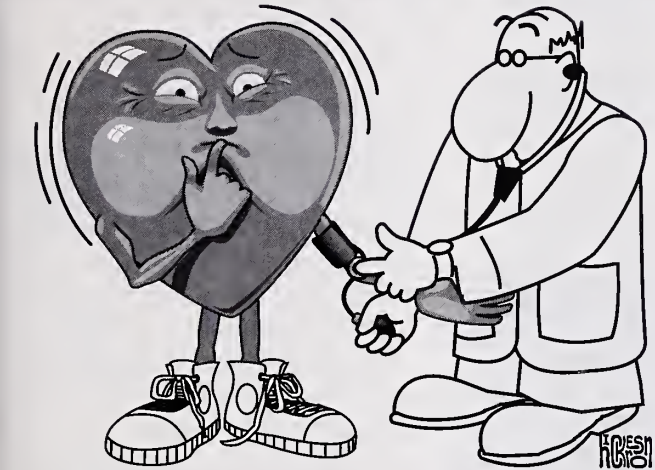


Photo by PH2 William Michael Saunders



makes the heart work harder to move the blood through the arteries. As time passes, the increased pressure makes the heart muscle thicken, and the arteries become less elastic and less able to handle further pressure changes.

Who Is At Risk?

Individuals with the greatest risk of developing high blood pressure include:

- Those with close relatives who have high blood pressure or heart disease,

- Older men and women
- African Americans.

Keeping Your Pressure In Check

To avoid the complications of high blood pressure, change your lifestyle. Corrective and preventive measures include:

- Reducing your weight,
- Restricting your salt intake,
- Drinking alcohol in moderation,
- Exercising three to five days a week and
- Smoking cessation

In some cases, these changes can lower blood pressure enough to make additional treatment unnecessary. Even when medications are required, smaller doses may be sufficient in conjunction with the changes in your diet and exercise.

A lifetime commitment to keep blood pressure under control can prevent its serious complications. If you have any questions or concerns, consult your physician. ‡

Compiled by JO2(AW) Alida Toler, a staff writer for All Hands.

Models of Success

From Vietnam to the Navy

Viet X. Tran doesn't know if he'll ever see his parents again. He was only 14 years old when he escaped from Hue City, Vietnam. Now his future's a little brighter as a fireman on board USS *Kinkaid* (DD 965).

"He's a model Sailor and one of the hardest working people I know," said ENS Adam Remoll, Tran's division officer.

Tran calls himself a survivor. When he left Vietnam, he was told that he was taking a trip with his older brother and sister. In reality, it was a journey toward freedom, one that would take him through the jungles of Vietnam, then on a voyage by boat to a U.N. refugee camp in Malaysia. While at the camp, Tran started learning English. He and his siblings lived on

two buckets of water and one bag of noodles a day. A year and a half later, he spent six months in another U.N. refugee camp in the Philippines. He was finally granted asylum in the United States six months later.

Foreign to U.S. customs and only partially fluent in English, Tran overcame these obstacles and graduated from high school. He enlisted in the Navy in 1993.

"After what I've been through, I feel like I can do anything," he said. "My advice to others is to do what you have to do now and don't wait." Tran is doing just that. Shortly after reporting aboard *Kinkaid*, he qualified as an electrician for converters and steering systems. Tran is optimistic about seeing his parents and he is sure to succeed, armed with the tools his



parents imparted to him — a hard work ethic, good attitude and a glimmer of hope. ‡

Story and photo by LTJG Roberto Decastro, assigned to USS Kinkaid (DD 965) public affairs office.

Navy helps Sailor reach goal

Jan.13,1988. A 19-year-old high school dropout was looking for something better in life. He turned to the military for better opportunities and a little discipline.

Today, more than eight years later and after earning his General Equivalency Diploma (GED), the "dropout" is a rising star at the Naval Strike Warfare Center. Yeoman 2nd Class (SW) Michael Garcia, a Tucson, Ariz., native is the center's classified material control petty officer (CMCPO).

He is personally responsible for the large volume of classified material shipped to and from the command. Prior to becoming CMCPO, he was the commanding

officer's yeoman.

"He cares about his subordinates and supports his superiors," said



YNC Ramona Terry, Garcia's leading chief petty officer. "He has the strongest work ethic I've seen in a long time.

A family man with a wife and two children, Garcia plans to make the Navy a career, eventually applying for the limited duty officer program.

"As a high school dropout, soon-to-be father and on the road to nowhere, I felt that (joining the Navy) was my best chance to realize the many opportunities in the world. You just have to take advantage of them," Garcia said.

‡

Story by LT Herman Phillips and photo by PH2 Regina M. Wiss, both assigned to Naval Strike Warfare Center, Fallon, Nev.

From Ireland to the U.N

Seamen James Whitney has always wanted to be a U.N. officer. However, what the Dublin native didn't know, was that the road to his commission led through the deck department of the Yokosuka, Japan-based destroyer USS *Fife* (DD 991).

Whitney joined the Navy to get military experience for his career choice as a U.N. officer. "I wanted to go to U.N. officer's school," he explained. "My dad's an Irish U.N. representative, a captain, and a interpreter of French and German."

"I need three years of military experience, a college degree and some contact to get in," he said. He earned his bachelor's degree in foreign languages (French and German) last year and his dad is his connection to the U.N. All that is

left is the military experience.

"This is the best Navy in the world," Whitney stated. "It is tough to get into the U.N. officer's school. Only the top 15 students in Ireland who apply are selected. Otherwise, you need a decent resume."

Once Whitney enters officer's school in Ireland and finishes his interpreter's training, the U.N. post will be similar to the U.S. military. "Usually every three years you change your command," he explained.

His first assignment, he hopes, will be at home in Dublin. But, again like the U.S. military, there's no guarantee where he will go. "It could be Sarajevo, or anywhere in Bosnia, or Lebanon," he added dryly. Wherever the U.N. takes



him, he will always remember the beginning of his military training — training taught to him by the U.S. Navy on the destroyer *Fife*. †

Story and photo by JO2 Jason Chudy assigned to Carrier Group 5 public affairs office.

Following a family tradition

When Yeoman 1st Class Sylvia Westbrooks joined the Navy, she followed family tradition. "At one time, five of six members of my family served in the Navy," Westbrooks said.

Her father is a retired chief aviation boatswain's mate (fuels), her oldest brother and sister recently transferred to the Fleet Reserve, her youngest brother retired early and her sister is still stationed on a ship in the Norfolk area.

Westbrooks, an Albany, Ga., native, is the leading petty officer of Fleet Logistics Support Squadron (VCR) 40 administration office. "I supervise six personnel and am responsible for providing administrative support for a squadron of 430 personnel," said Westbrooks.

LT Steven Faggert, the adminis-

trative department head said, "Westbrooks displays the highest qualities sought after in a Navy petty officer. Her professionalism and meticulous tenacity have no equal. The aggressiveness and 110 percent work effort she puts into every project are simply incredible."

Throughout her career, Westbrooks has consistently been recognized as a top performer. She's received a Navy Achievement Medal and has two Sailor of the Month selections. She's also been a Sailor of the Quarter and Sailor of the Year.

Westbrooks said that the key to her success is, "Regardless of how insurmountable an obstacle may seem, always strive for and achieve your goals. Put forth your very best



U.S. Navy photo

effort in every endeavor." She said her next goal is to, "become an officer in the Navy through the limited duty officer program." †

Story by IC3 Stephanie L. Davis assigned to Fleet Logistics Support Squadron public affairs office.

Bearings

Sailor scales heights many fear to tread



Photos by Paul Pelot

Whenever Chief Aviation Boatswain's Mate (Aircraft Handling) Rick Poedtke is not working onboard USS *Tarawa* (LHA 1) as the air department leading chief petty officer, you can probably find him on a rock wall somewhere in America — climbing it!

The 39-year-old Vista, Calif., native spends much of his off-duty time climbing in Zion National Park in Utah and, in Yosemite National Park, Calif., on El Capitan, the largest exposed monolith in the world.

He enjoys taking shipmates along for some of his climbs. He says it gives them a "reality check" because rock climbing puts them in a position where they have to dig deep down inside of themselves to find out what they're made of.

"The only one I must answer to is myself on this one, so I can't give up," said Poedtke. "If I do, I've literally given up on myself. We can't have that now, can we!" †

Story by BMCM(SW) Alex Gardner, assigned to USS Tarawa (LHA 1).

ABHC(AW/NAC) Rick Poedtke wakes up after a "comfortable" night's sleep in his cot that hangs off the face of El Capitan. The monolith rises 3,604 feet from the valley floor of Yosemite National Park, Calif.



Navy nurse to the rescue

The Yokosuka, Japan, Fire Department recently presented a letter of appreciation to LT Susan Washington for performing emergency cardiopulmonary resuscitation (CPR) on a 73-year-old Japanese woman on a sidewalk while awaiting the arrival of an ambulance.

Washington, a CPR instructor and registered nurse, stepped forward, introduced herself in Japanese, and took charge of the situation. "No one on the street knew what to do," she said. A Japanese nurse also happened to be in the area. Together the two nurses initiated CPR.

"I just did what anyone trained would do," said the native of Florham Park, N.J. It was the seventh time Washington, a Navy nurse for nine years, had performed

CPR in a life-threatening situation.

She was particularly happy to have shared her skills in trying to save the life of a Japanese citizen. "The Japanese people have always been so nice to me. They've always helped me. I was glad to help."

According to Washington, CPR should not be attempted by anyone without proper training. She recommends everyone learn basic CPR to know what to do in an emergency. †

Story by Bill Doughty of U.S. Naval Hospital Yokosuka Public Affairs.



LT Susan Washington receives thanks from Hiroshi Suzuki of the Yokosuka Fire Department.

Sailors call home ... from the sea

Sailors and Marines aboard USS *Guam* (LPH 9) have something to phone home about. Now they can do it underway, from anywhere in the world.

It's called the Sailor Phone, and it costs \$1 per minute. Phone cards are sold in the ship's store for \$10 and \$20. "We had 3,000 cards on board," said ENS Trent C. Kalp, *Guam's* sales officer. "We're expecting 27,000 more."

According to Kalp, 10 cents of every dollar goes to the ship's Morale, Welfare and Recreation (MWR) fund. In the first two days of operation, more than 1,000 calls were made and \$1,243 was raised for the MWR fund.

Getting the phones installed was a team effort. With help from the

ship's electronic technicians (ETs) and contractors from Scientific Atlanta and CruisePhone, the satellite dome was installed the day before *Guam* left for a six-month Mediterranean deployment.

Despite a hectic schedule and a rapid installation, the contractors and *Guam's* ETs got 10 phones up and running in one week.

With the new phones installed, getting underway no longer means long periods of time without calling back home. And while the amount of MWR money being saved goes up, so will morale. †

Story and photo by JO3 E. Michael Wagner



LISN Dennis L. Sikma talks to his parents back home while USS *Guam* (LPH 9) is underway in the Atlantic.

Bearings

Scouts get carrier smart during weekend visit

Clutching an overnight bag in one hand, pocket camera in the other, and clenching a copy of the ship's welcome aboard pamphlet between his teeth, the teenager stumbled up the enlisted brow, saluted the flag and requested permission to come aboard.

"Request permission to ... Alright! Outtasite! Man, this place is dy-no-myte!" shouted the youngster abruptly, mouth agape, as he stood in awe of the vast, open hangar bay. "This is the biggest ship I've ever seen! A million Sailors must live here!" the boy said loudly as the officer of the deck smiled and granted him permission to board the ship.

When the shrill sound of a bos'n's pipe signaling morning colors prompted crew members to stop, turn and salute the flag, the 41 members from Boy Scout Troop 36, Dansville, Calif., knew their overnight visit aboard USS *Carl Vinson* (CVN 70) promised to be a memorable experience.

The two-day event featured a shipboard tour line-up that included dining with Sailors on the mess decks, visiting the ship's armory, chapel, flight deck and navigation and flag bridges.

Excitement filled the air during their stop at the armory where an M-14 rifle, a 12-gauge shotgun, an M-60 machine gun and an MK 5 flare pistol circled a table like a metal wreath.

"It made me feel good to be able



to talk about my job," said Gunner's Mate (Guns) 3rd Class Dwight Butler, G-2 Div., weapons department, as he explained the function of the M-60 machine gun to a group of Scouts. "This demonstration clearly shows that we do more than fly planes."

But while they marveled at the various displays and toured the spaces, the highlight of the visit was a hands-on damage control/firefighting training exercise. After dividing the Scouts into two groups, engineering department personnel helped the guests into fire fighting ensembles and oxygen breathing apparatus (OBA), and gave them a crash course in hose handling.

The hands-on damage control/firefighting exercise stole the show for many of the Scouts.

"What would happen if I sneezed inside one of these?" asked one youngster as he frantically tried to scratch an itch from outside his OBA. "Don't sneeze! Don't sneeze!" shouted some Scouts as a Sailor helped remove the mask and handed the boy a tissue.

At 7 a.m. the next day, the Scouts rolled out of their racks and down to the mess decks for morning chow, followed by a church service in the ship's chapel. A Marine Corps weapons demonstration in Hangar Bay 2, a visit to the medical department and lunch with CAPT Larry Baucom, *Vinson's* commanding officer, concluded the

festivities.

As they departed the ship, the Scouts reflected on their "wonderful experience."

"The armory impressed me the most!" exclaimed Doug Tellef as he drew an imaginary gun from an imaginary holster and fired an imaginary bullet.

"I liked the navigation and flag bridges the best, next to the armory, mess decks, medical and ... oh, heck, I liked everything the best!" added Adam Englehardt, as he hurried down the ladder from the O-9 level to the flight deck. †

Story and photo by JO1(AW) Bill Dagendesh of USS Carl Vinson (CVN 70) public affairs office.



Barbara Bush visits USS *Houston*

During a recent visit to San Diego, former first lady, Barbara Bush toured USS *Houston* (SSN 713).

She became *Houston's* sponsor after christening the submarine in 1981.

While visiting her boat, Bush presented a plaque to the Sailor of the Year, Quartermaster 1st Class (SS/AW) Bryan Robertson, cut a cake honoring the ship's 15th anniversary and met many Sailors.

Although her tour was brief, many crew members felt her visit was worthwhile.

"It is rare that we have someone that important come down to visit our ship and see what kind of job we do," said Sonar Technician (Submarine) 3rd Class (SS) Jeff Walker.

Other Sailors aboard the ship enjoyed the former first lady's company and humor.

"She is a nice lady," said STS3 (SS) Jim Graham. "It's good that we can have someone like her come aboard and see what our jobs are all about. I think it increases the pride the crew feels toward our ship."

CDR Dale M. Nees, *Houston's* commanding officer, summed up the feelings of all aboard when he said, "It's been an honor to have you aboard and we appreciate the support that you and your husband have given to the military." †



Photo by AN Gus Sampanes

Former first lady Barbara Bush presents a plaque to USS *Houston's* Sailor of the Year QM1(SS/AW) Bryan Robertson during her tour.

Story by JO3 T.R. Ireland of USS McKee (AS 41) public affairs office.

Sailors reenlist on USS *Arizona Memorial*

Eight East Coast-based Sailors from the *Aegis* cruiser USS *Anzio* (CG 68) had a "once-in-a-lifetime" opportunity of reenlisting on the USS *Arizona Memorial* in Pearl Harbor, Hawaii.

"After today's reenlistment, I would say this was the most memorable experience I had in the Navy," said Master Chief Gas Turbine System Technician (Electrical) Douglas Fox, of Osage, Iowa.

"It's taken me 19 years to come to Hawaii. I've been stationed on the East Coast the entire time I've been in the Navy."

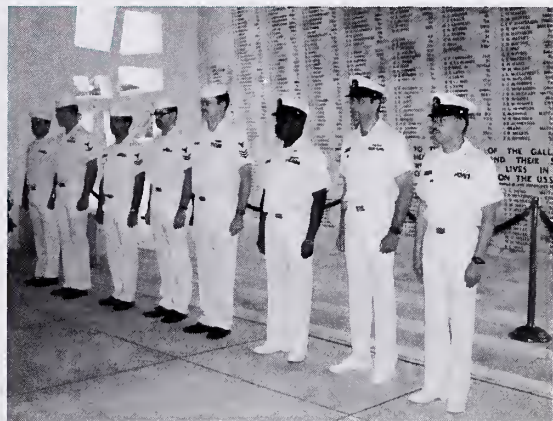
USS *Anzio* and its sister ship USS *Cape St. George* (CG 71), came to Hawaii to participate in the Cooperative Engagement Capability Mountain Top Enhanced Joint Exercise, the second phase of the

Cruise Missile Defense Advanced Concept Technology Demonstration, that took place in the coastal waters off the island of Kauai.

Chief Boatswain's Mate Anthony Driver, 29, first visited Hawaii at 17 while serving aboard USS *San Bernadino* (LST 1189) when the ship made a port visit to Pearl Harbor.

"I toured the *Arizona Memorial* back then, learned its history and what it stood for — and it really touched me," Driver said.

After the reenlistment ceremony, three Sailors raised and lowered the American flag to honor seven *Anzio* Sailors who will be retiring this year. †



Reenlisting from left are: YN3 Christopher Stanz, QM3(SW) Marshall Adams, FC2 Jeffrey Reves, STG2(SW) Patrick Long, OS1(SW) Paul Kicklighter, BMC(SW) Anthony Driver, GSEC(SW) Douglas Fox and EMCS(SW) Roberto Patricio.

Story and photo by JO3 Dean Nazario of Pacific Fleet public affairs.

Around The Fleet...

Christening ...

"Now therefore, I, Glenda E. Hood, Mayor of the city of Orlando, do hereby proclaim ... Fleet Logistics Support Squadron (VR) 58 Day in the city, and I'm very pleased to present this to all of you present," said Mayor Hood.

Those words were read from a proclamation by Mayor Hood as VR 58 christened one of its four Navy

C-9B transport aircraft "The City of Orlando," during a dedication ceremony recently at the Orlando Executive Airport, Orlando, Fla.

"VR 58 is proud of its accomplishments. We're proud of our reputation as the finest C-9 squadron in the Navy, and we're proud of our association with the city of Orlando," said CDR Joe C. Blake, commanding officer of VR 58. †

Safety record ...

Patrol Squadron (VP) 26, homeported at Naval Air Station Brunswick, Maine, recently set an aviation record for safety by flying 250,000 mishap-free hours during a

span of 33 years, logging more than 75 million miles, or the equivalent of 3,125 times around the earth. VP 26, now holds the record in both military and civilian aviation. †

Golden anchor ...

Naval Mobile Construction Battalion (NMCB) 4, homeported in Port Hueneme, Calif., was

presented the Commander in Chief U.S. Pacific Fleet Golden Anchor Award for 1995.

The award, which has been around since 1973, is presented

annually to recognize commands that have attained excellence in career motivation. Criteria for the award includes retention, team organization, sponsor and indoctrination programs, advancement statistics, awards and recognition and family programs.

The event marks the fifth time NMCB 4 has won the Golden Anchor. The command also won the Silver Anchor (runner up) five times. †



U.S. Navy photo

Rescue ...

Patrol Squadron (VP) 69 Combat Air Crew (CAC) 3 reservists, of Naval Air Station Whidbey Island, Wash., recently assisted in the rescue of 12 adults and five children aboard the 40-foot fishing vessel *Toku* when the vessel lost engine power about 517 miles south of Guam.

VP 69 located the vessel by setting up a radar, visual and infra-red detection search pattern.

While the merchant ship *Microtrader* was en route to the stranded fishing vessel, CAC-3 dropped a kit containing supplemental radios, water and rations to the *Toku's* occupants. When *Microtrader* arrived, it picked up the passengers and put *Toku* under tow. †

Award ...

Commander, Training Command, U.S. Pacific Fleet, RADM Francis K. Holian recently presented a Meritorious Unit Commendation to Afloat Training Group Pacific (ATGPAC), Naval Station San Diego.

The Meritorious Unit Commendation, or MUC, acknowledged ATGPAC's transformation to the "one-stop shopping center for afloat training," allowing ships to be self-sufficient to maintain the highest degree of combat readiness. †

Flight record ...

In August 1980, ENS Steven Gnassi made his first carrier landing in the EA-6B *Prowler* aboard the USS *Kitty Hawk* (CV 63) as a student naval flight officer. In February, Gnassi, now a commander, became the second aviator in *Prowler* history to surpass 4,000 EA-6B flight hours.

Gnassi, who recently took command of the VAQ-132 "Scorpions" of Carrier Air Wing 17, passed the 4,000 mark during flight operations with USS Enterprise (CVN 65).

"I feel very good about this accomplishment," the New York native said. "Especially consider-



U.S. Navy photo

ing the reduced funding and availability for flying." ‡

Artist ...

Very few people have the experience of flying military aircraft and painting them. But, LCDR Richard Dann, a naval reservist, is one of those rare people.

"I want someone to look at one of my paintings and say, 'Yeah that's how it really looks,'" Dann said. He flew SH-60B *Seahawk's* for the Navy from 1987 to 1991. He is an aviation historian and has authored the book, *Wildcat Walk Around*, about the carrier-based fighter in European and Pacific theaters of operation.

He is assigned to Naval Air Reserve San Diego Unit Tactical Support Center 1294 at Naval Air Station North Island, San Diego. ‡



U.S. Navy photo



Mess Management Specialist 1st Class (SS) Brant K. Early was selected as White House Staff Mess, Washington, D.C., 1995 Sailor of the Year. Early demonstrated superior customer service to officials at the highest levels of government throughout the world. The Paterson, N.J., native coordinated logistics support for diplomatic events and recently received his degree in culinary art.



Aviation Structural Mechanic (Structures) 1st Class (AW) Donald R. Zeno was selected as the Helicopter Anti-Submarine Squadron (Light) (HSL) 37, 1995 Shore Sailor of the Year. As manager of the squadron's Maintenance Safety and Naval Aviation Maintenance Discrepancy Reporting programs, the Conroe, Texas, native's efforts increased squadron safety awareness.



Engineman 3rd Class Melodie A. West of USS Fletcher (DD 992) was selected as the Destroyer Squadron 31 1995 Junior Sea Warrior of the Year and 1995 Naval Surface Group Middle Pacific Junior Sailor of the Year. As divisional damage control petty officer, she achieved superior readiness through zero damage control material discrepancies. She is a native of Phoenix.



Electronics Technician 3rd Class David Oliver was named Junior Sailor of the Quarter 4th Quarter 1995 at Explosive Ordnance Disposal Mobile Unit (EODMU) 8. Oliver, a native of Minneapolis, works in the communications/electronics division of EODMU 8 and maintains and operates a variety of tactical communications equipment at Naval Air Station Sigonella, Sicily.



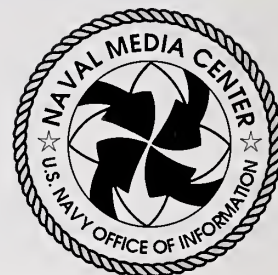
Data Systems Technician 2nd Class (SW) Joanne E. Neri was selected for the Enlisted Educational Advancement Program (EEAP). Neri, a native of Saratoga Springs, N.Y., will study computer science in an associate of science degree program at Grossmont College, San Diego. Neri is attached to Fleet Area Control and Surveillance Facility, Naval Air Station North Island, San Diego.

June ALL HANDS Contributors

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AN David B. Barber
PH1 Stephen Batiz
William E. Beamon
JO1 Siegfried Bruner
JO1(SW) Jim Conner
JO1(AW) Bill Dagendesh
PH3 Sam Dallal
JO2 Roy Decoster
JO2 John-Henry Doucette
Bill Doughty

PH1(AW) Wayne Edwards
BMCM(SW) Alex Gardner
JO3 Robert W. Garnand
JOCS Neil Guillebeau
PH2 Steve Gzezdzenski
PH3 Emmitt J. Hawks Jr.
DM2 Brian Hickerson
JO3 T.R. Ireland
Virginia Rae Mack
ENS Kimberly Marks
JO1 Ray Mooney
JO3 Dean Nazario

PH3 Matthew Nighorn
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Photo by PH1 Stephen Baliz

Sailors aboard USS *Independence* (CV 62) ready an F/A-18 *Hornet* for launch.



NAME: AG2 Christopher Ayala

ASSIGNED TO: USS *Tarawa* (LHA 1), Operations Department.

HOMETOWN: Wayne, Mich.

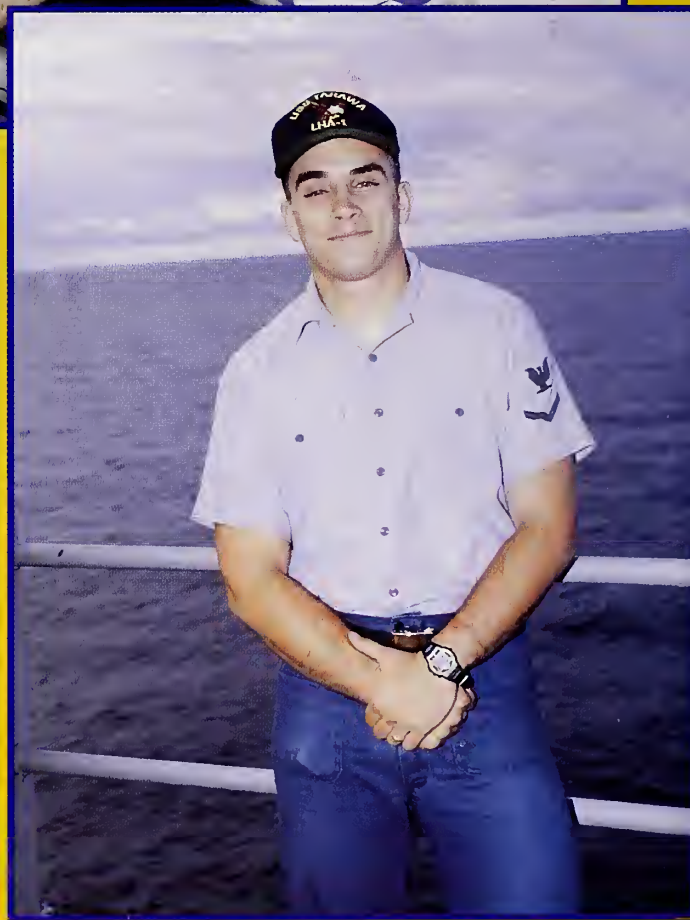
JOB DESCRIPTION: Collects, analyzes, interprets and gives briefings on weather data.

ACHIEVEMENTS: Amphibious Squadron 9 Sailor of the Quarter. Advanced to petty officer 2nd class and qualified as a ship-board weather observer.

HOBBIES: Playing basketball, baseball, weightlifting and working with the Navy League Cadet Corps.

BEST PART OF THE JOB: "The challenge of forecasting the weather and working with high-tech equipment."

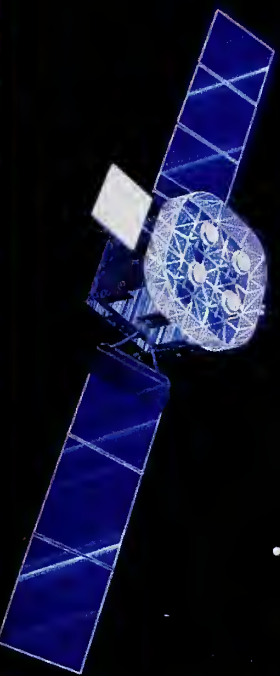
KEY TO SUCCESS: "Learn as much as you can and always treat subordinates with respect."



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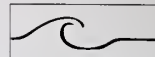


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Shipmates



Aviation Machinist's Mate 3rd Class Thomas Respondek, a search and rescue air crewman at Operations Maintenance Division, Naval Air Station Corpus Christi, Texas, recently captured the Texas State Golden Gloves light/heavyweight championship. Respondek, a Lubbock, Texas, native, will now enter national level competitions hoping to gain a spot on the U.S. Olympic Boxing Team.



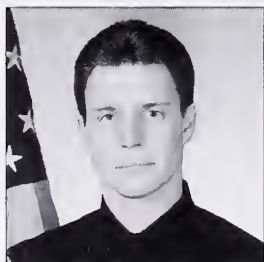
Senior Chief Avionics Electronics Technician (AW) Craig J. Schneider, of Carrier Airborne Early Warning Squadron (VAW) 113, received the Military Outstanding Volunteer Service Medal. The Anaheim, Calif., native is a CPR instructor for the American Red Cross, and has trained more than 1,500 civilian and 750 military personnel. He is also a volunteer tutor for the local Special Olympics program.



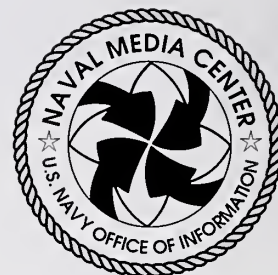
Radioman 1st Class Amanda Alston was selected for Military Sealift Command's 1996 Shore Sailor of the Year. She currently troubleshoots and maintains the MSC local area network and personal computers. A native of Memphis, Tenn., Alston is very active in the community while enrolled at the University of Maryland, Guam, pursuing a bachelor's degree in computer science.



Signalman 1st Class (SW) Aurelio Sanchez was named USS *Fletcher* (DD 992) 1995 Sailor of the Year, and Destroyer Squadron 31's 1995 Senior Sea Warrior of the Year. Sanchez, from Stockton, Calif., is the signal bridge leading petty officer. He is working on his bachelor's degree and has spent more than 160 hours establishing *Fletcher's* "Total Quality Leadership Indoctrination Course."



Aerographer's Mate 1st Class David H. Watson was named 1996 Sailor of the Year for the Atlantic Meteorology and Oceanography Detachment, Oceana, Va. Watson, a native of Bel Air, Md., was cited for his weather forecasting proficiency and his efforts as the detachment's training petty officer. He also volunteers his time in the Virginia Beach, Va., school system.



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 JO3 Russell Fleming

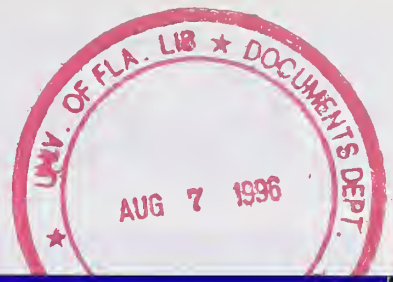
JO2 Ron Furry
 L13 Martin Glass
 Annette Hall
 JO1 Walter T. Ham
 DM2 Brian Hickerson
 JO1(SW) Patricia Huizinga Francoise
 C. Kieschnick
 ENS Kimberly Marks
 JO1 Ray Mooney
 JO2 Michael B. Murdock
 PH2 Alan November
 Patricia Oladeinde

PH1(AW) Rich Oriez
 JO2 Art Picard
 PH2 Ephraim Rodrigue
 LT Dan Salmore
 JO1 Ron Schafer
 JO1 Douglas M. Scherer
 PHAN Isaiah Sellers
 JO2 Steve Sitland
 JO2 Jason Thompson
 JO3 E. Michael Wagner
 CWO2 K. Wezniak
 OS1(SW) Patrick Winsett

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On the Cover

Front Cover and Page 19: Photos by PH2 Ephraim Rodriguez, Naval Media Center; Art by Sharon Coles, Pentagon Graphics.

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Goal Cards

■ The Navy is helping first-term Sailors set goals and achieve them.

The Navy Goal Card Program, announced May 1, features a personalized Navy Goal Card and Navy Pocket Goal Card which are specific to each new Sailor's job choice.

The cards are important career planning tools designed to give recruits direction from the moment they make their commitment with their recruiters at a Military Entrance Processing Station. From there, the cards will be updated as Sailors go through training and will continue after they reach their first command.

The Goal Cards include information on advanced training and education for the individual's rating; Montgomery G.I. Bill benefits and goals; voluntary education, including tuition assistance and Service Members Opportunity College Navy Degree Program; officer programs; advancement; career milestones; the Apprenticeship Program; and job descriptions.

The Navy Pocket Goal Card is a smaller, trifold form on durable paper aimed at newly recruited Sailors. It will include Delayed Entry Program goals, Navy core values, recruit training goals, the Sailor's creed, fleet goals and personal priorities (including education). There is also a space for Sailors to write in their own goals.

"This is a solid program to help us mentor and counsel our newest Sailors," said VADM Frank L. Bowman, Chief of Naval Personnel. "I'd like everyone in the chain of command to review the Goal Card and use it as a one-on-one leadership tool to help our Sailors."

For more information see NAVADMIN 106/96. †

PN1 Omar Zeciri, a Navy classifier at the Military Entrance Processing Station in Baltimore, explains different job ratings to a prospective recruit who will be issued a Navy Goal Card before shipping out to boot camp.



Claims

■ The most common insurance claims filed are for household goods that are lost or damaged when shipped or stored at government expense or located in government quarters.

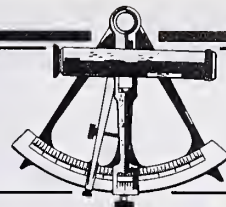
Previously, the maximum payment was \$40,000. The new limit is \$100,000 if the claim arose from an emergency evacuation or from extraordinary circumstances. The new amount is retroactive to the establishment of the statute in 1964.

To receive additional compensation for past

losses, claimants must prove they have filed a claim with the Navy, and were paid the maximum amount authorized by the statute at that time.

If it can be substantiated that the value of the claim was greater than the maximum amount payable at the time the original claim was filed — \$40,000 before Feb. 10, 1996; \$25,000 before 1988; \$15,000 before 1982; and \$10,000 before 1974 — a claimant may now be entitled to the full amount, up to \$100,000.

Personnel who may be entitled to payment under the amendment, should submit their claim by Feb. 10, 1998 to: Office of the Judge Advocate General, Code 353, 200 Stovall St., Alexandria, Va. 22332. †



Space-A

■ Summer has traditionally been a busy Space-Available (Space-A) travel season, and officials believe this year could be even busier because of new travel categories authorized during the past year. Also, full plane load charter bookings are expected to increase, affecting space-available travel opportunities.

DOD's new policy change also affects family members traveling in CONUS. Family members may now accompany their sponsor in an emergency leave situation and one family member may travel with his or her sponsor during permissive temporary duty for house hunting, with permanent change of station orders.

According to Air Force Maj. Gregory V. White of Air Mobility Command's International Passenger Operations, "Space-A opportunities happen only when there is space on an aircraft left over after all official passengers and cargo requirements are met. DOD does not allow flights to be scheduled solely for Space-A travel purposes." †

SGLI

■ Serviceman's Group Life Insurance (SGLI) coverage automatically increased to \$200,000, up from \$100,000, for all service members May 1, 1996.

Because the automatic coverage doubled, the monthly premium also doubled to \$18, unless a Sailor elects to reduce coverage.

If you accept the new coverage benefit, the change takes effect automatically. If a lesser amount of coverage is desired, you must complete a new SGLI election form.

More information on the automatic increase in SGLI coverage, specific procedures for changing coverage amounts and options for designating beneficiaries is contained in NAVADMIN 93/96. Bureau of Naval Personnel points of contact are Mr. Peter Darby (PERS 662) at DSN 223-0804 or (703) 693-0804 and Disbursing Clerk 1st Class Denise Woods (PERS 331D4) at DSN 227-6808 or (703) 697-6808. †

'A' schools



■ The Shore Special Programs Assignment Branch of the Bureau of Naval Personnel (BUPERS) has been sending teams of 'A' school assignment specialists to the fleet to screen applicants and offer Sailors available 'A' school slots.

Sailors benefit by walking into a meeting with the 'A' school detailers and walking out with orders. Commands benefit by reducing the general detail backlog, and the BUPERS team benefits by fulfilling critical 'A' school training requirements to support the fleet.

The 'A' school detailer team traveled to the Mediterranean in May; then to Norfolk, Jacksonville, Fla., and Mayport, Fla., in June.

Sailors interested in getting an 'A' school quota should work with their command career counselor when submitting their requests.

The BUPERS point of contact to request an 'A' school detailer visit is LT Robertson (PERS 4010S) — DSN 223-1326, (703) 693-1326 or e-mail: p4010s@bupers.navy.mil. †

Navy donates computers to San Diego schools

Story and photos by JO2 Rodney Furry

What exactly do you do with those old computers lying around offices after they've been replaced? Do you redistribute them? Let them gather dust?

Commander Naval Surface Force Pacific (COMNAVSURFPAC) recently found a new home for \$76,000 worth of computers after the command received an equipment upgrade. Under an executive order signed by former President George Bush directing all federal agencies to support math and science education in public

schools, the command decided to donate their old computers to the students of the San Diego Community School District.

CAPT Tom Flaherty, assistant chief of staff, information resources for COMNAVSURFPAC, watched as Sailors loaded 40 computers onto a truck for delivery to the school district. "If the computers had not been donated to the schools, they would have been distributed to one of the DOD Automated Information Systems Centers," he said. The Automated Information Systems Centers redistribute computer equipment within DOD.

The computers were picked up by members of the district's Regional Occupational Program (ROP) who will make sure students in the Computer ROP inspect the equipment. They will reformat hard drives and make repairs or upgrades to prepare them for new software installation. The computers will then be distributed to traditional classrooms for use by students.



▲ Computer repair students Michael Lambert (left) and Hani Matariyeh disassemble a computer for cleaning. The computer was donated by the Navy.

According to Bill Berggren, one of the program's resource teachers, the school district is extremely pleased to receive the donation. "The donation allows many classrooms to have a computer even though they don't have a budget that affords one," he said. "They will be very practical for many uses, including the school's tutorial programs and word processing."

The donation marks a new step in the command's participation in the Commander Naval Base's Partnership in Education Program which includes programs involving Sailors in the education and lives of local youths. ‡

Furry is a San Diego-based staff writer for All Hands.



▲ DP2 Mark H. Alligood and RM2 Jonathan W. Severns help load computers onto a truck to present to the San Diego Community School System.



◀ The renovation of Vietnam veteran Bill Walton's house shows the hard work of Navy volunteers .

▼ Like good neighbors, Sailors brave the weather to paint the home of a resident of Corpus Christi, Texas.

Navy volunteers bring new life to old house

Story and photos by JO1 Sherri E. Bashore

Community relations projects are common occurrences when Sailors visit a port in a foreign land. But more and more, the Navy is reaching out and providing assistance to their neighbors right here in the United States. Members of the Naval Air Station (NAS) Corpus Christi, Texas, Chief Petty Officer's Association (CPOA), Seabees of NAS Corpus Christi Public Works and other volunteers joined forces recently to help a Corpus Christi resident keep a roof over his head.

The Navy groups learned that city code and enforcement officials planned to demolish Bill Walton's home. Walton, a Vietnam veteran with post-traumatic stress disorder, would be homeless.

The Nueces County Community Action Committee provided more than \$3,000 in materials and the necessary tools while the people of NAS Corpus Christi provided labor.

Chief Master-at-Arms (SW/AW) Tom Sidel, NAS Corpus Christi command master chief and project coordinator, got the CPOA involved, but they couldn't do it alone. "I realized the scope of the work was slightly beyond our technical expertise," said Sidel, a native of Rockville, Md. So he contacted the Seabees.

"They jumped on the bandwagon," said Sidel.

Initially, plans included replacing the roof, scraping and painting the house and installing new windows. "We [finally] ended up siding the entire front of the house," Sidel said.

The home's interior was also in bad shape. Extensive Sheet-rock work was done, a hot water heater was replaced, plumbing was installed in the kitchen and bathroom, the kitchen floor was replaced and new window frames were constructed by the volunteers.

Yeoman 3rd Class William Wright, a native of Charleston, S.C., assigned to Commander Mobile Assembly Group, was one of many who volunteered. "It makes you feel good to get out here and help someone like this," he said. "My grandfather's a retired vet and any time he needed help, I was there. [This] gave me a feeling of being home again." ‡

Bashore is assigned to Naval Air Station Corpus Christi, Texas, public affairs office.



USS *Constellation* leaves its heart in San Francisco

Story by JO3 Russell Fleming, photos by PH1 (AW/SW) Michael Strand

Many San Franciscans will remember USS *Constellation's* (CV 64) five-day visit for a long time — and it's not because of the stares "Connie" attracted while steaming through the bay.

For hospital and charity workers, World War II veterans and others, there are the memories of Connie's clowns, craftsmen and other volunteers unselfishly giving their time.

Connie's clown patrol kicked off the projects at the Shriner's Children's Hospital. The clowns performed magic tricks, made balloon animals and passed out children's coloring books featuring artwork by *Constellation* Sailors.

The following day the clown patrol took their antics on the road and visited St. Luke's Hospital. Assistant command Drug and Alcohol Program Advisor (DAPA) Aviation Boatswain's Mate (Aircraft Handling) 2nd Class Richard H. Starkey, alias "Sparkey" the Clown, was one of the volunteers taking part in the festivities.

"It gave me a chance to help the kids," said Starkey. "I get a spiritual reward for brightening their day." Starkey said elderly patients enjoyed the clown visit too. "They asked me to return and visit them after removing my costume and makeup just to talk. Often they are forgotten and just want someone to share their company."

The clowns weren't *Constellation's* only busy volunteers during the port visit. The National Liberty Ship Memorial SS *Jeremiah O'Brien* needed painters,



Photo by PH1(AW/SW) Michael Strand

Renato Serrano (left) and MSC(SW) Ray Mendoza prepare food for more than 150 homeless people at the Dorothy Day House in San Francisco.

electricians and general cleaners. Docked at Pier 32 at the Embarcadero, this World War II ship carried troops and cargo to the war-torn countries of Europe.

Aviation Electronic Technician 1st Class Richard F. Johnson, was one of 12 crew members who volunteered time to the national landmark. "It was a blast," Johnson said. Most of the volunteers who work there on a regular basis are World War II veterans. "There was a lot of experience on that boat. About 14 of them were old-time merchant seamen. I learned a lot of really neat things and heard some great sea stories." †

Fleming is assigned to USS *Constellation* (CV 64) public affairs office.

Sigonella reaches out to children with HIV

Story and photo by JO3 Sarah Felts

People at Naval Air Station Sigonella recently collected 15 triwall containers of furniture, food, clothing, toys and medical supplies to donate to Casa Speranta, a hospice for abandoned children with AIDS in Costanta, Romania.

The project, spearheaded by Chaplain Jim Fisher, consisted of a three-week collection period and a day-long delivery mission to Romania.

"People at Sigonella probably don't know how much they have touched the lives of these kids," Fisher said. "I'd like to think we touched their spirits as they definitely touched the spirits of those of us who went over there."

"Food, medical supplies and all the things you struggled to bring to us are only a part of it, it's more than that," said Marolen Mullinax, head of Casa Speranta. "It's knowing you are thinking of us ... That's the best part of all." ‡



LCDR Craig Powell of the Sigonella Naval Hospital examines children at Casa Speranta.

Felts is assigned to Naval Air Station Sigonella, Italy, public affairs office.

Dewert Sailors aid an Italian convent

Story by CWO2 K. Wezniak

A group of civic-minded Sailors from the guided-missile frigate USS *Dewert* (FFG 45) spent part of a recent port visit in Naples, Italy, helping a local convent clean a home that houses the mentally handicapped and provides meals to the homeless.

The Sailors cleaned rooms and the courtyard. They also discovered an inoperable water heater that services the entire building.

"These people had no hot water for cleaning, cooking or [heating]," said Operations Specialist 1st Class (SW) James Boatner. "We made that our [first] priority."

The Sailors returned to *Dewert* and got the help of Chief Electrician's Mates (SW) Dale Pitzz and Douglas

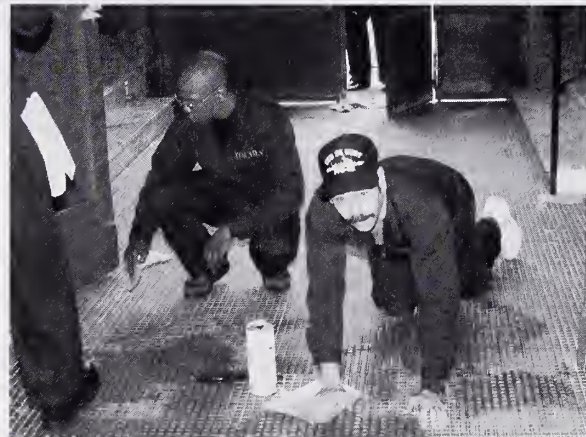


Photo by OS1(SW) Patrick Wmsell

SMSN Clark and STG2 Velez scrub the deck of a home that houses the mentally handicapped and provides meals to the homeless in Italy during a recent port visit to Naples, Italy.

Waker. The two chiefs restored hot water to the building. "It wasn't too difficult to fix," said Waker. "The nuns had not asked a repairman to come because they thought it would cost too much to fix," Pitzz added. "I'm glad we could help." ‡

Wezniak is the public affairs officer onboard USS Dewert (FFG 45).

Helping people overseas is what USS *Guam* is all about

Story by JO1 Douglas M. Scherer and JO3 E. Michael Wagner

Sailors and Marines stationed aboard the Norfolk-based amphibious assault ship USS *Guam* (LPH 9) recently did their part to promote community relations overseas.

During the ship's three-day visit in Valletta, Malta, volunteers converged on homes for the elderly and the handicapped to assist with a variety of cleaning and maintenance projects.

At Id-dar tal-Providenza, a group of residential homes for the handicapped, *Guam* Sailors painted a nursery, a kitchen and several pieces of furniture. Actually, *Guam* volunteers "worked together" with Sailors aboard USS *America* (CV 66) without knowing it.

According to Bernard Zammid, assistant Clerk of Works at the homes, Sailors from the aircraft carrier volunteered at the home during a port visit last December. *Guam's* volunteers finished painting the kitchen *America's* Sailors started last year.

"We aren't very high in number as a maintenance staff so we appreciate volunteer work here very much," Zammid explained.

Joe Sultana, a World War II veteran and maintenance general at Dar Sagra Familja (Holy Family), Naxxar, a church home for elderly residents, was also thankful for the efforts of *Guam's* volunteers. "Every bit of volunteer service we can get, we appreciate," Sultana said. "The work here is really nonstop."

Chief Warrant Officer Daniel A. Woods, *Guam's* air boatswain said, "I was impressed by the Sailors who

went out there. They worked together in assembly-line fashion without any prior planning."

According to one Sailor, participating in community relations projects overseas helps people from other lands perceive the U.S. Navy in a more positive light.

"It helps other people look upon us as more than just an armed force," said Airman Lorne O'Malley of Elmira, N.Y. "They see us as an armed service." ‡

Scherer and Wagner are both assigned to USS Guam (LPH 9) public affairs office.

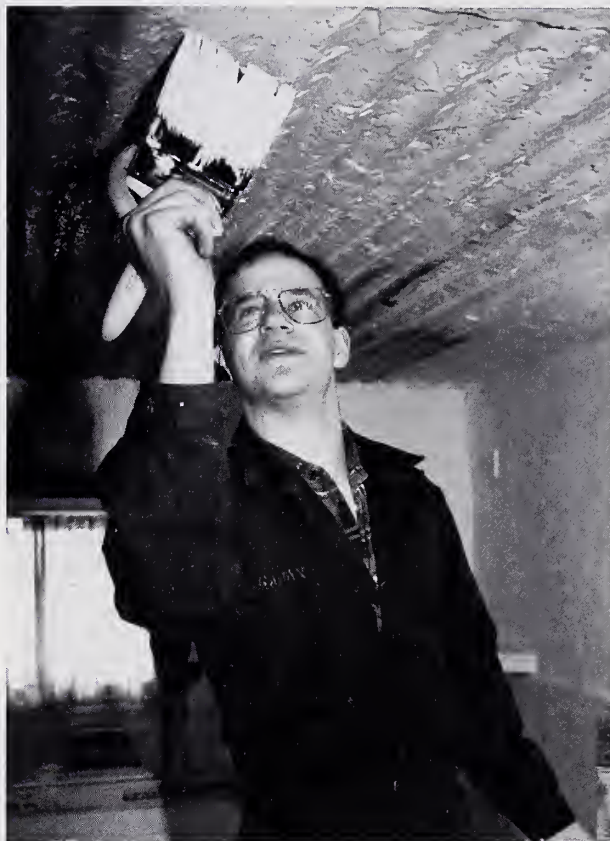


Photo by JO3 E. Michael Wagner

◀ AN Lorne O'Malley applies paint to a kitchen ceiling at Id-dar tal-Providenza, a group of residential homes for the handicapped in Naxxar, Malta. USS *America* (CV 66) Sailors started work on the kitchen while on deployment last December.

▼ MM1 Mario D. Ortega, assisted by Joe Sultana, applies a fresh coat of paint to a board which will be used to repair a picnic bench used by residents of an elderly home in Naxxar, Malta. Sultana, the home's maintenance general was appreciative of the help provided by crew members of USS *Guam* (LPH 9) during the ship's port visit to the island.



Photo by JO1 Douglas M. Scherer

Elrod exemplifies goodwill deployment

Story by LT Dan Salmore

The Norfolk-based guided-missile frigate USS *Elrod* (FFG 55) returned home from a highly successful Arabian Gulf deployment in which the crew became goodwill ambassadors in numerous projects.

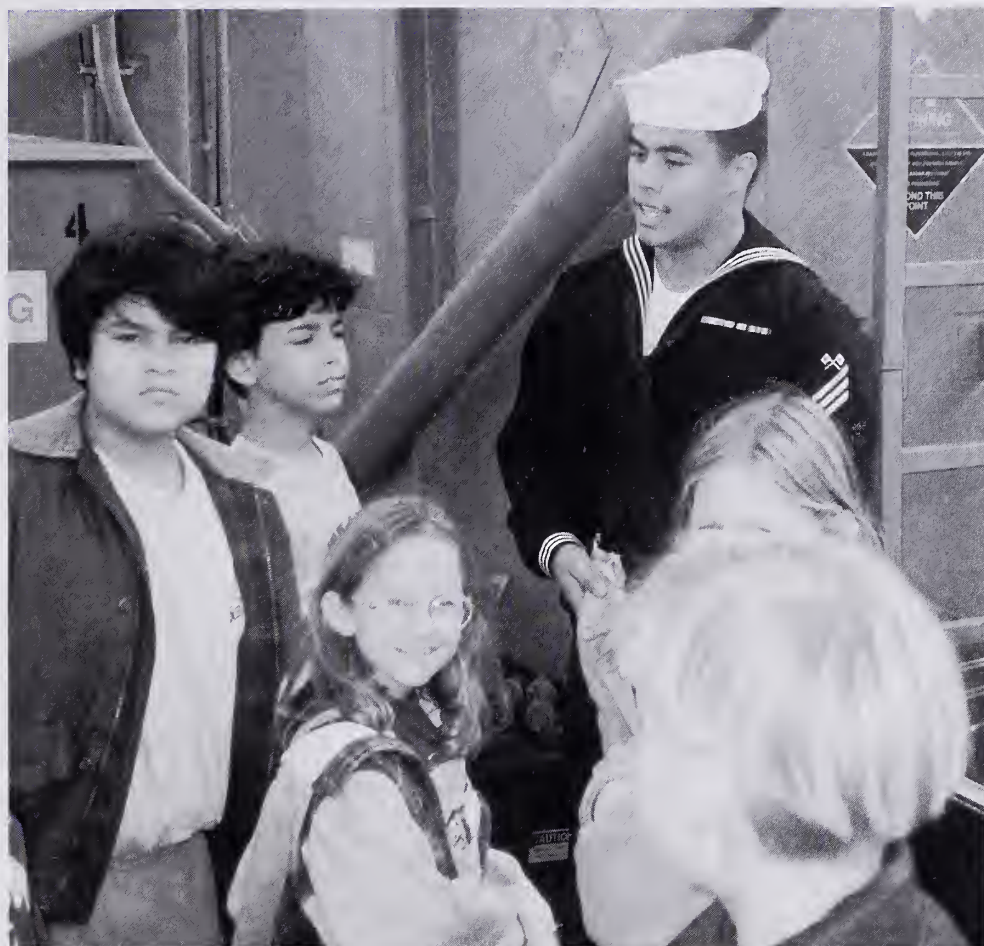
Though its primary mission was to perform maritime interception operations in support of United Nations sanctions against Iraq, *Elrod's* crew aided vessels in distress on four different occasions.

One of these gave crew members a chance to use portable damage control equipment to prevent an Indian-flagged dhow (small Arabian wooden boat) from sinking. *Elrod's* crew also proved to be an excellent diplomatic asset hosting three highly successful receptions aboard ship.

The first was in Kuwait City, followed by one in Doha, Qatar, with the final one in Aqaba, Jordan. All of these receptions were attended by several ambassadors and senior personnel from the diplomatic community.

Elrod crew members also hosted 50 students from The American School in Poha, Qatar. The tour gave the students an educational opportunity to learn how the U.S. Navy works and what a guided-missile frigate consists of.

"The kids had a great time and livened our stay



U.S. Navy photo

SMSN Dino Fung of Hollywood Hills, Fla., gives students from The American School in Poha, Qatar, a tour of USS *Elrod*.

as we were on the last leg of our cruise," said Chief Engineman Don Blasingame of Decatur, Ga. "They really brightened our day and we enjoyed it a whole lot. We took lots of pictures with the kids to keep for our scrapbooks and had a great time," he concluded. ‡

Salmore is the public affairs officer onboard USS Elrod (FFG 55).

“Ike” Sailors salute Special



Story and photos by LI3 Martin Glass

When the Virginia Special Olympics organizers were looking for volunteers to help with their basketball championships, Sailors from USS *Dwight D. Eisenhower* (CVN 69) answered the call.

Ike's Sailors assisted in the

Virginia Special Olympics by running the individual basketball skills competition at Hampton's Bethel High School, Hampton, Va.

Ike's participation in the Special Olympics tournament was coordinated by Chief Storekeeper (SW) Margo Bower, Senior Chief Master-

at-Arms (SW) John Cornish and Master-at-Arms 2nd Class (SS/DV) Anthony Ringold.

Bower said that Dave Ballard, the organization's director of event management, sought the assistance of Ike's Sailors because of their help with the regional competition

Olympics



▲ AMCS(AW/SW) Beth Blevins, encourages Mark Ayers during the spot shot at the basketball individual skills competition.

◀ Keith Miller of Aviation Intermediate Maintenance Department (AIMD), Transportation Division, gets three of the Special Olympians pumped up for the 10-meter dribble.

earlier this year.

"He called because they liked the work we did for the regional Special Olympics tournament," Bower said.

The athletes were divided into four divisions based upon gender and age (ages 15 and below, 16 and up). The winner of each division goes to the national competition in September.

Each athlete competed in three events: the spot shot, the target



▲ Houston Lee of Prince Edwards, Va., races toward the finish in the 10-meter dribble.

pass and the 10-meter dribble. In the spot shot, athletes took six shots from each side of the free-throw line. The target pass required athletes to bounce a basketball into a square on the wall 10 times.

Ike Sailors helped with these two events by retrieving the basketballs and keeping score. The 10-meter dribble challenged each athlete to dribble a basketball across the court as quickly as possible.

Ike sailors timed the athletes and gathered loose balls. They also registered the athletes, escorted them to events and provided medical support.

SK3 Carolyn Toney directed the athletes in the 10-meter dribble. She volunteered to help because she enjoys working with the Special Olympics athletes.

"I like helping them out with each event," she said. "It's so much fun to see the excitement on their

faces when they win."

Hospital Corpsman 3rd Class Beth Beecher provided medical assistance because she had previously worked in special education.

"I worked for special education when I was a teacher's aide in Long Island, N.Y.," she said. "I taught them and always volunteered for Special Olympics [because] it's a good program."

Cornish, who coordinated the individual skills competition, said it's valuable for Ike Sailors to assist with events like Special Olympics.

"Volunteering for Special Olympics gives Ike Sailors the chance to see how hard these athletes try and the effort they put into this," he said. "They see what other people take for granted and it gets them involved with the community." ‡

Glass is assigned to USS Dwight D. Eisenhower (CVN 69) public affairs office.

Sailors clean up neighborhood lot

Story and photos by Francoise C. Kieschnick

More than 35 Naval Station Ingleside, Texas, Sailors traveled to Taft, Texas, a city 30 miles northwest from the base, to help clear a vacant lot, earlier this year.

Minnie Salazar, organizer of Community Voices, a citizens' group in Taft, called Naval Station Ingleside to see if "the Navy" would help with what the community saw as their main problem.

Personnelman 2nd Class Lance Partain, who lives in Taft, participated in the clean up. "I wanted to do something for the people of my community," he said. "As more Navy people are moving to South Texas, they are also moving to Taft," said the Fort Worth, Texas, native. "We may not come in contact with our neighbors every day, but we do care about the community. I wanted to show we do care."

When volunteers arrived, they were led to the vacant lot with an abandoned, burned-out house. The grounds were covered with high grass and brush. Litter and debris were strewn everywhere.

According to Salazar the lot was not only an eyesore, but used as a hideaway by kids. Volunteers were enthusiastic about cleaning and clearing the lot.

Sailors put on gloves and safety glasses and immediately went to work. People pitched in wherever they saw a need. They even formed a line handing debris from one another to a pile at the corner of the lot.



▲ A call from Taft's Community Voices, brought more than 35 Naval Station Ingleside Sailors out to help clear trash and debris from a vacant lot and tear down an abandoned, burned-out house.

► PN2 Lance Partain clears litter, bottles, shingles and other debris from the lot in Taft, Texas. Naval Station Ingleside Sailors helped clean up the community earlier this year.



"The volunteer effort in Taft was a great way to increase the Navy's community involvement," said PN2 Keith Knisley, a Watonga, Okla., native assigned to the personal support detachment. "I live in Taft and took great pleasure in being able to give something back to the community." ‡

Kieschnick is assigned to Naval Station Ingleside, public affairs office.

The making of a masterpiece

**Recruit division
commanders
turn civilians
into Sailors**



Story and photos by JO1(AW) Michael R. Hart

They're like sculptors, yet they don't use a hammer and chisel to create their masterpieces. Their tools of trade are various military drills and personnel inspections, physical training, classroom instruction and good old-fashioned discipline. Recruit division commanders (RDC) use these tools to sculpt each recruit, chipping away the rough edges, shaping them into Sailors.

Each year, more than 50,000 prospective Sailors from around the country pour into Recruit Training Command, (RTC) Great Lakes, Ill., the Navy's only boot camp and one of its largest training centers. RTC is the first stop on an adventure that will take many of



▲ After 8.5 weeks of training, Sailors are ready for an adventure that will take them to ships, submarines, aircraft and naval bases worldwide.

Previous page: FTC(SS) David C. Lynch, an RDC from Lewistown, Mont., shows one of his recruits how to salute.

these recruits to ships, submarines, planes and naval bases scattered throughout the world.

This is where the Navy begins instilling its core values — honor, courage and commitment — into its leaders of tomorrow. Here is where it all begins ...

"Keep your hands out of your pockets and look straight ahead when you're standing at attention," RDC Air Traffic Controller 1st Class (AW) Renae E. Morin told a new recruit, who had just stepped off the bus at the RTC in-processing building. Morin wasn't yelling, but her voice had an authoritative, forceful tone. The recruit made an effort at what he *thought* was the position of attention.

Morin couldn't resist commenting on the new recruit's bright orange hair. "Are you a Chicago Bulls fan, a Dennis Rodman fan?" she asked, referring to the colored hair of the Bulls' power forward.

"Yeah, I like the Bulls," he replied nonchalantly. "Don't lean against the wall when you're at attention," she snapped back. "That hair's gonna be on the barber shop floor in the morning."

Recruits and RDCs become quite familiar with the early hours of the day. During the first few weeks of "pushing" a division, RDCs start *sculpting* their future masterpieces around 4:30 a.m. and don't end until 10 p.m. An RDC's day is filled with teaching, counseling,

marching, reprimanding and passing on fleet experience to the recruits.

"Molding and shaping new recruits is a tremendous responsibility," said Morin, a Plymouth, Mich., native. Morin is working in the RTC in-processing office until she picks up her next division of recruits. At the in-processing office, she's in charge of each recruit's Processing Days (P-days) schedule. Morin is one of the first Sailors the new recruits see at bootcamp.

"First impressions are lasting impressions," said Morin, a squared away Sailor, from her shined shoes up to a perfectly creased shirt. "I can't come in here and have no military bearing when that's what I'm trying to instill in them," she said. "I let them know right off the bat that this isn't a summer camp or a pajama party. This is serious business."

Over in another division, it's anything but business as usual. A recruit in his fifth week of training has received 11 hits during a folding and stowing inspection. His RDC, Sonar Technician (Surface) 2nd Class (SW) Javier R. Joglar, is not happy. A look of frustration, disappointment and determination is on Joglar's face.

"Attention to detail. Attention to detail," he said to the flustered recruit, their faces just inches apart. "That's what you're learning here. Not paying attention to detail could get someone hurt in the fleet. Is that what you want?" Joglar asked. "No petty officer!" the recruit said.

"It's my job to make sure these recruits get trained properly," said Joglar, a San Juan, Puerto Rico, native. "I just take one day at a time and slowly mold them





▲ Marching is the only mode of travel for recruits at boot camp. These recruits are headed back to their division.

◀ FN Shundon C. Roy, of Port Arthur, Texas, enjoys liberty with his mother and fiancée after boot camp graduation.



▲ AO1(AW/NAC) Leon P. Forrest double checks his troops before their final military drill/ personnel inspection before graduation. "I try to give them the core values the Navy wants instilled in its Sailors," said Forrest.

into Sailors. They are the future of our Navy."

Part of that future is Seaman Recruit Alejandro Guadiana, a San Antonio native in his third week of training. "So far, the training I've received has been great. The Navy has taught me so many things — like respect, commitment and honesty," said Guadiana. "It's also made my mom proud of me."

Guadiana's RDCs have set high standards for him and his new shipmates. He said the RDCs have been strong disciplinarians, but Guadiana, who's heading for Aviation Boatswain's Mate (Launching and Recovery Equipment) 'A' School, understands it's for the best.



"They're hard on us because they want us to work as a team," he said. "The Navy is teaching me how to commit myself to the team. It's given me so much energy to carry on with my life and be somebody."

Teamwork and attention to detail are drilled into the recruits from their first day of boot camp to graduation. RDC Aviation Ordnanceman 1st Class (AW/NAC) Leon P. Forrest is preparing his division for their last military drill before graduating. His division graduates in three days, but the Charleston, S.C., native continues to impress on them the importance of attention to detail and teamwork. He doesn't let them know, but he's impressed with their military bearing. They look sharp.

"In the beginning they're individuals and they bicker," said Forrest. "After a while they become a team." Forrest chose this assignment because he enjoys being a teacher and a disciplinarian and sending prepared Sailors to the fleet. He leans on the Navy's core values as the basis of his training.

"I try to give them values that the military wants instilled in its Sailors — commitment, honor, courage ... I will not lie, cheat or steal," said Forrest. "If I carry myself professionally, the recruits are going to do the same."

It's Friday morning and nine divisions, including Forrest's, are ready to pass and review. The energy and excitement are overwhelming as the graduating recruits enter the drill hall. Proud parents, brothers, sisters, girlfriends and boyfriends are snapping photographs during the ceremony and giving hugs and high-fives after the graduation has ended.

Fireman Shundon C. Roy, of Port Arthur, Texas, one



▲ A recruit's first buzz cut — boot camp style.

"The Navy has taught me so many things — like respect, commitment and honesty."
- SR Alejandro Guadiana

of the graduates, is ready to enjoy liberty with his family and friends. "The overall atmosphere [of boot camp], along with our RDCs, made [our division] want to excel," said Roy, who is heading for Electrician's Mate 'A' School. The joy and pride on Roy's face was unmistakable. Walking across the drill hall floor where he just experienced "one of the biggest accomplishments of my life," he turned back and said, "We came in as 85 and left as one."

Then he headed out the door. †

Hart is a photojournalist assigned to All Hands.

Lunch for 12 ... thousand, that is

Story and photos by
JO1(AW) Michael R. Hart



It's a restaurant capable of serving 12,000 "customers" a day. This restaurant — the galley at Recruit Training Command, Great Lakes, Ill., — serves one of the largest numbers of meals per day in DOD.

The portions of food prepared there are monstrous. They have to be, especially with a clientele of thousands of hungry recruits who've been marching, drilling and PTing all day.

"My first day on the job, one of the MSs went to bring out some fish to fry for lunch. I thought it would be a few cases," said Mess Specialist 1st Class Kevin Kamensky, a galley watch captain, still laughing at the thought. "He came back with pallets and pallets full of cases. I was speechless."

The amount of food the mess specialists, civilian workers and recruits prepare each day is phenomenal. The menu includes 1,500 to 2,000 portions of bacon; 1,500 portions of grits and/or oatmeal; and 1,250 pounds of hashbrowns.

Sometimes the only stress relief recruits get from the daily routine



of mental and physical challenges is a good, hot meal. "We try to keep the food tasty and appealing to the eye," said Kamensky. "We try to keep the recruits happy." †

Hart is a photojournalist assigned to All Hands.

▲ MS3 Prisilla Mason starts getting the bacon ready for the next day's breakfast. The oven she's using prepares up to 2,000 slices of bacon at once.

▲▲ MS1(SS) Dennis Buechel, a Fond du Lac, Wis., native, gathers some recruits before giving assignments. Recruits augment the galley staff, assisting in many areas.

Feeding Frenzy

Galley Size — 90,000 sq. ft. or two aircraft carriers

Seating capacity — 2,500; can feed up to 12,000 per meal at (18 min. intervals)

Servings: 52,300 gals. of milk/quarter.

96,350 lbs. of bread/quarter.

52,000 lbs. of chicken/quarter.

27,000 meals/day during summer months

Education is your future



***Special All Hands
Education Supplement***

Education is in your future

There was a time when a mere high school diploma could get you a pretty decent job, before or after your Navy career. Today, as a high school graduate you'd be lucky to get a job flipping burgers, slinging hash or working in a car wash.

As our Navy changes with the economy, so do the expectations for its service members. If you're expecting to succeed and prosper in your Navy career or academic arena, you may need more education.

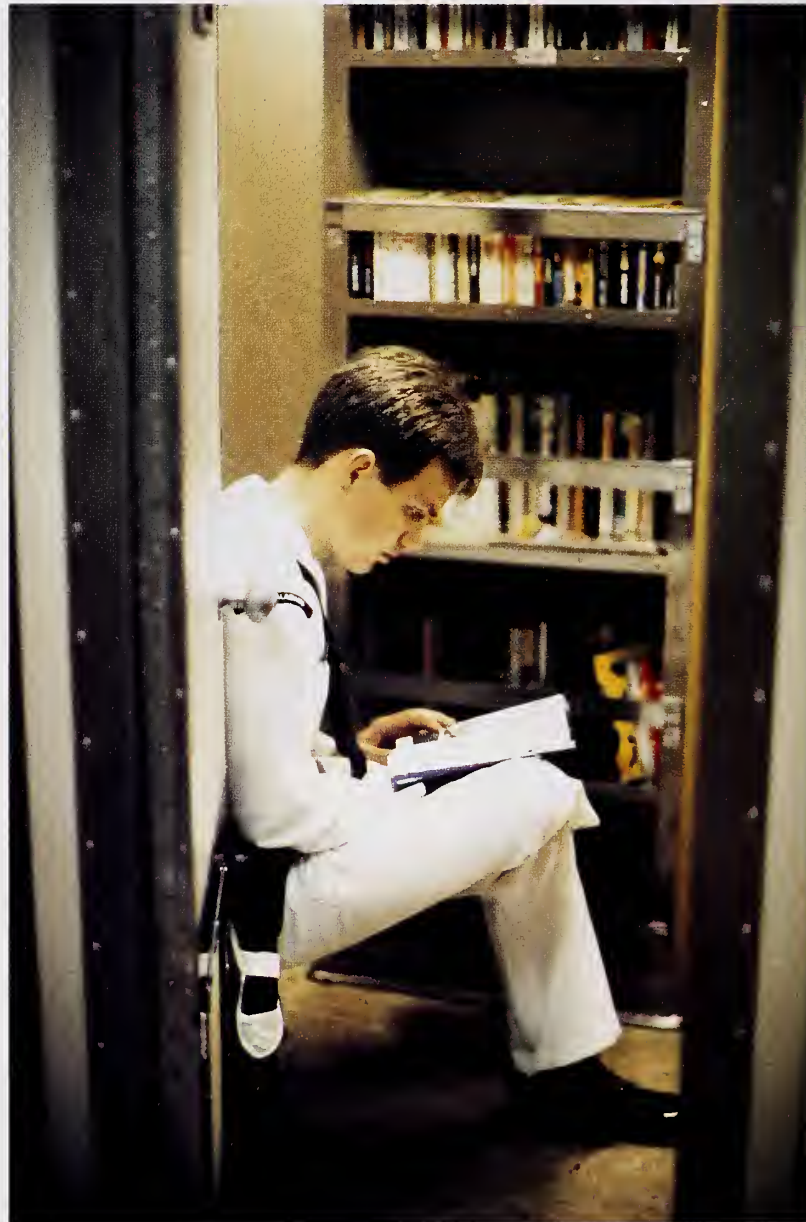
The Navy offers a continuing education program called Navy Campus, which provides many avenues to help active-duty Sailors receive a degree or certificate of some kind from a college, university, vocational or technical school. The program is available to eligible Sailors ashore or aboard ship. It also offers financial assistance to defray tuition costs at accredited colleges.

The Navy is always seeking highly qualified Sailors. So don't wait. Navy Campus can help you reach your education goals.

Navy Campus offers Sailors the key to success

The following is an overview of most education information you can use to help climb your career ladder and beyond.

Source: Navy Campus, Navy Recruiting Command



Navy Campus

Each major shore installation has a Navy Campus Education Center staffed by civilians who provide information and guidance to people interested in furthering their education. Sailors can earn their high school diplomas, work on technical/occupational certificates or improve basic academic skills to pursue college degrees — all under Navy Campus.

The Navy invites colleges and universities to teach classes on base at times most convenient for Sailors. Completed courses count for credit toward a college degree. Courses may also be taken at a local campus.

Navy Campus combines on-duty and off-duty study. Sailors can enroll in the educational programs offered by Navy Campus. This adds credits toward degrees as they progress through their Navy careers. An associate's or bachelor's degree can earn promotion points that can affect a person's rate of advancement.

Navy Campus is also available to Sailors stationed overseas. Sailors at sea can attend classes aboard ship under the Navy's Program for Afloat College Education (PACE).

Financial Aid

There are three basic programs Sailors can use to obtain financial help: the Navy's in-service college support program, Tuition Assistance (TA); the Montgomery GI Bill (MGIB) or Vietnam-era G.I. Bill (VGIB); and the Navy College Fund. Sailors who apply for the fund must first enroll in the MGIB.

Tuition Assistance

Tuition Assistance is a financially based program aimed at helping active-duty Sailors E-4 through E-6 and O-3 through O-4 pay for a portion of their college tuition leading to an associate's or bachelor's degree. High school diplomas or equivalency certification courses are paid by the Navy.

As of Oct. 1, 1996, the Navy pays 75 percent of the total cost of tuition not exceeding \$2,500 per person per year for undergraduate and \$3,500 per person per year for graduate studies. This increase gives Sailors and Marines greater selection over colleges and programs.

The program works slightly different for officers. Officers incur a two-year obligation in service (OBLISERV) or prorated payback. As of Dec. 9, 1992, officers who separate involuntarily, who are accepted for a temporary early retirement authority (TERA) or who are involuntarily released from active duty, are exempt from the OBLISERV and repayment.

The Montgomery GI Bill Program (MGIB)

Sailors who entered active duty for the first time after July 1, 1995, except Naval Academy and NROTC scholarship graduates, can enroll in the Montgomery GI Bill (MGIB). First-time enlistees who enroll in the MGIB program pay \$100 per month for their first year of active duty, totaling \$1,200. After that point, Sailors earn up to \$14,000 for college expenses.

Depending on their enlistment contracts, Sailors may use this money while on active duty after two or three years of active-duty service or up to 10 years after receiving an honorable discharge.

To cash in on this benefit, Sailors who don't have high school diplomas must first earn equivalencies or 12 semester hours of college credit before completing their obligated periods of service.

Navy College Fund

The Navy College Fund requires enrollment in the MGIB, but increases the total educational benefits to \$30,000 (\$14,400 through the MGIB and \$15,000 through the Navy College Fund).

Active-duty Sailors can use this fund on a part-time basis after two years of continuous service.

Initially, the fund was devised for high school graduates who were academically qualified for college, but needed financial help covering the high cost of a college education. It is also available to Sailors in selected rates where critical personnel shortages exist.

DANTES

You may be eligible to receive college credit before taking a class through nontraditional college credits. Defense Activity for Nontraditional Education Support (DANTES) is a DOD activity that supports the voluntary education programs of all active and reserve military services. DANTES provides tests for service members that can lead to earned credits. The majority of the following tests are given free at Navy Campus Education Centers and aboard large ships:

- the General Educational Development Examination (GED);
- the College Level Examination Program (CLEP);
- the DANTES Subject Standardized Test (DSST);
- the American College Testing - Proficiency Examination Program (ACT-PEP); and
- the Assessment of Experience, earned through the Experiential Learning Assessment (ELA) process.

Available college admissions examinations include the following:

- The ACT assessment;
- The Scholastic Aptitude Test (SAT);
- The Graduate Record Examination (GRE);
- The Graduate Management Admission test (GMAT);
- The Law School Admission Test (LSAT);*
- The National Teacher Examination (NTE);
- Certification examination; * and
- The California High School Proficiency Examination (CHSPE). *

(*fee required for exam)

DANTES publishes the *Independent Study Catalog*, that lists hundreds of independent study courses from accredited colleges and universities and the *DANTES Guide to National Home Study Council Schools*, which lists approved home study programs for private educational institutions. If you complete courses from either of these publications, the Navy can reimburse you a portion of the fee.

Course Avenues

Servicemembers Opportunity Colleges, Navy (SOC-NAV) is a consortium of more than 1,100 colleges from which service members can earn an associate's or bachelor's degree in a field directly related to their rate. Service members can transfer credits among this network of colleges to continue pursuing their college degree when transferring to another duty station.

Under SOCNAV, a Sailor's educational background, Navy technical courses and job experiences are evaluated to determine the credits needed to complete either a two- or four-year degree.

SOCNAV-2 is a two-year college program. It offers associate's degrees in 19 areas of study. SOCNAV-4 is a four-year college program. It works the same as SOCNAV-2 except 25 areas of study are available at the bachelor's degree level.

Program for Afloat College Education (PACE) provides college and college preparatory courses on some ships at sea. Ships receive college and academic skills courses using computer-based technology and, if

berthing space permits, may also carry instructors to provide courses in a more traditional setting.

Most participants pay only the costs of registrations and book fee. PACE courses are also provided electronically to some submarines.

Training and Professional Advancement National Apprenticeship Program

The Department of Labor and the Navy have an agreement that allows Sailors to earn a certificate that equates Navy skills to civilian career fields.

Sailors who have worked an apprenticeship in specific skill areas may be eligible for journeyman status in nationally recognized civilian trades after leaving the service.

You can get an updated list of apprentice positions by contacting the Navy Campus Education Center.

Selective Training and Reenlistment (STAR)

STAR allows Navy men and women in their first enlistment the chance for guaranteed basic and advanced technical school training, career designation and possible automatic advancement from E-4 to E-5.

Enlistees who are satisfied with their ratings, but are interested in obtaining advanced technical school



training, financial assistance and other rewards that go with a Navy career, should consider reenlistment under the STAR program.

Selective Conversion and Reenlistment (SCORE) program

SCORE allows Sailors to convert from their current ratings to new high-priority ratings where openings exist.

Changes in job ratings require training at the new ratings' basic schools. This is followed by advanced training and automatic promotion for eligible Sailors.

Many Sailors with 21 months to 15 years of active-duty service can qualify for the SCORE program.

The RESCORE program offers similar opportunities for conversion and retention in a selected specialty to former members of the Navy who return to the service.

Technical Education and Training

Foreign Language Education

Foreign language instruction is conducted at the Defense Language Institute, Monterey, Calif., and

prepares service members for assignments requiring foreign language proficiency.

For those on board ship or overseas, free self-study foreign language survival tape kits or courses are available.

Olmsted Scholarship Program

A total of three commissioned Navy or Marine Corps officers with exceptional scholastic ability and a strong aptitude for a foreign language are selected each year from a highly competitive field for an Olmsted Scholarship. Selectees pursue two years of graduate study at a foreign university while receiving full pay and allowances. This program requires students to become fluent in the language of the country in which they are studying.

Commissioning Programs for Prospective Officers

Broadened Opportunity for Officer Selection and Training (BOOST)

This program prepares selected personnel from educationally deprived, financially disadvantaged or culturally differentiated backgrounds for entry into the Naval Academy, Naval Reserve Officer Training Corps (NROTC) Scholarship Program or NROTC Scholarship Program Nurse Corps Option.

Individuals selected for this program must be interested in pursuing a Navy career and have the potential to complete college-level work. Participants who have not graduated from high school may earn a diploma while in BOOST.

The participants joining from the fleet attend BOOST School in Newport, R.I., for 10 months of preparatory training in math, science, English, computer science, campus skills, and military training.

The deadline for application submission for BOOST is Oct. 1, annually. For more information on this program, see OPNAV Notice 1500 or call the BOOST Program Coordinator at DSN 922-4944, toll free 1-800-628-7682, or commercial (904) 452-4944.

Navy-Marine Corps NROTC College Scholarship program

Sailors interested in becoming Navy or Marine Corps officers can receive Naval Reserve Officer Training Corps (NROTC) benefits by joining the four- or two-year NROTC scholarship programs. Participants attend a civilian college of their choice with a NROTC program on campus or a college with an agreement with a NROTC institution.

Participants must be 21 or younger to qualify for the

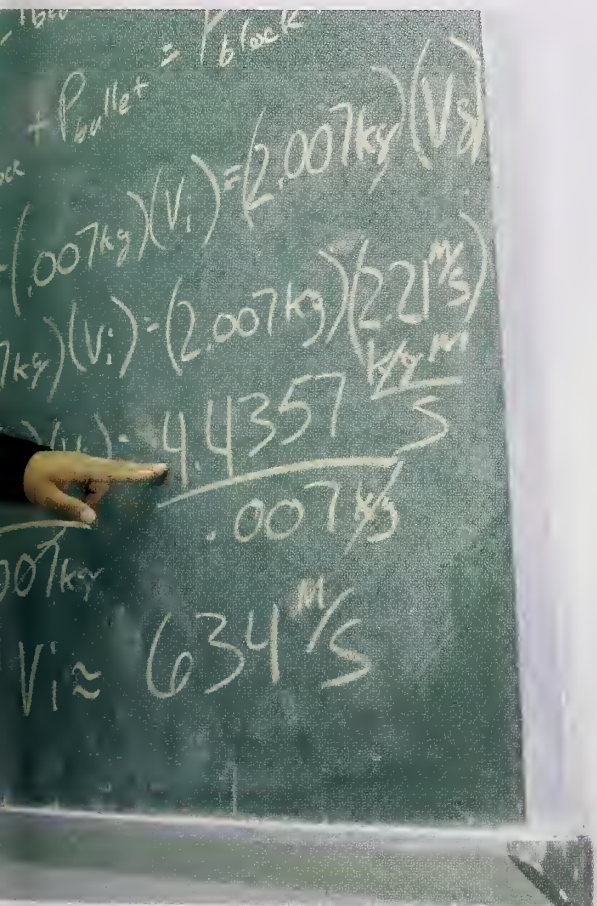


Photo by PH1 Dolores L. Anglin

Education Opportunities- JAPAN

Each year hundreds of Sailors find themselves with orders to Japan. One of the most asked questions that detailers have to answer as they assign Sailors to the Land of the Rising Sun is, "Can I still complete my education if I take these orders overseas?"

The answer is yes. From PACE programs offered aboard forward-deployed ships to shore-based classes offered through U.S. colleges, Sailors can complete their degrees or certificates just as easily as if they had never left home. This month *All Hands* takes a look at overseas, off-duty education opportunities in Japan.

Atsugi, Japan (Sailor Pop. 3,687)
Base Programs - Certificate, Associate's Degree, Bachelor's Degree programs available through Central Texas College and the University of Maryland.
Servicemembers Opportunity Colleges, Navy (SOCNAV)
--SOCNAV 2 - 22 FY95 Participants
--SOCNAV 4 - 2 FY95 Participants
An Academic Skills Learning Center is projected for November 1996.

Sasebo, Japan (Sailor Pop. 2,856)
PACE - Installed on 4 forward-deployed ships
Base Programs - Certificate, Associate's Degree and Bachelor's Degree programs available through Central Texas College and the University of Maryland.
Servicemembers Opportunity Colleges, Navy (SOCNAV)
--SOCNAV 2 - 9 FY95 Participants
--SOCNAV 4 - 0 FY95 Participants
An Academic Skills Learning Center is projected for July 1997.





NAF Misawa, Japan (Sailor Pop. 1,306)

Base Programs - No Navy Campus Education Center, Tuition Assistance processed through Yokosuka, Japan.

Servicemembers Opportunity Colleges, Navy (SOCNAV)

--SOCNAV 2 - 51 FY95 Participants

--SOCNAV 4 - 31 FY95 Participants

An Academic Skills Learning Center is projected for August 1998.

COMFLEACT, NAF Kadena Okinawa, Japan (Sailor Pop. 2,780)

Base Programs - Certificate, Associate's Degree, Bachelor's and Master's Degree programs available through Central Texas College, the University of Maryland, the University of Oklahoma, Michigan State University and Troy State University.

Servicemembers Opportunity Colleges, Navy (SOCNAV)

--SOCNAV 2 - 179 FY95 Participants

--SOCNAV 4 - 77 FY95 Participants

An Academic Skills Learning Center is projected for June 1996.

Yokosuka, Japan (Sailor Pop. 9,400)

PACE- installed on 11 forward-deployed ships (USS O'Brien was scheduled for installation.)

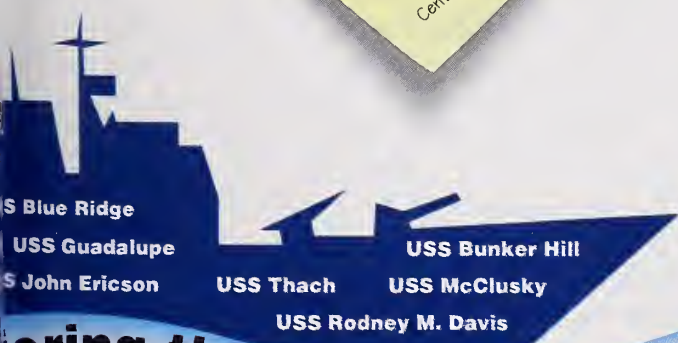
Base Programs - Certificate, Associate Degree, Bachelor and Master Degree programs available through Central Texas College, the University of Maryland and the University of Oklahoma.

Servicemembers Opportunity Colleges, Navy (SOCNAV)

--SOCNAV 2 - 51 FY95 Participants

--SOCNAV 4 - 26 FY95 Participants

An Academic Skills Learning Center is projected for November 1996.



entering the **PACE II** program



program or not older than 25 with prior Navy experience. Waivers of up to 48 months are available to those with prior active military service. Scholarships leading to Nurse Corps commissions are also available as an option.

The Navy pays full tuition, fees and provides textbooks. NROTC scholarship students also receive a tax free, \$150-a-month allowance during the school year. The Navy pays for summer training and official travel. NROTC scholarship programs are extremely competitive and those not selected may apply for the NROTC Navy-Marine Corps College program.

For more information on this program, see OPNAV-NOTE 1533.

Navy Nurse Corps NROTC

The Navy Nurse Corps four-year NROTC scholarship program is available to students interested in pursuing bachelor's degrees in nursing. Scholarships are awarded annually, based on a competitive selection process that considers the enlisted Sailor's high school class standing, college entrance exam scores, extracurricular activities, leadership qualities and academic accomplishments.

The Navy pays all tuition and textbook costs, lab fees and a \$150 monthly allowance. Upon graduation, Nurse NROTC scholarship program midshipmen are commissioned as ensigns in the Navy Nurse Corps.

For more information call 1-800-USA-NAVY.

The Navy's Postgraduate School

The Naval Postgraduate School (NPGS) is located in Monterey, Calif., and is noted for its outstanding faculty.

After three years of commissioned service, qualified Navy officers are selected to attend and study one of the 40 technical and managerial curricula that are relevant to the Navy. Officers may also earn advanced degrees at civilian institutions in programs not offered at NPGS.

While attending NPGS, officers continue to receive full salaries, benefits and allowances. On average, a naval officer will earn a master's degree at NPGS in 21 months.

NPGS also offers a continuing education program where officers can take no-cost correspondence courses for academic credits while at any duty station, aboard ship or on shore.

U.S. Naval Academy

The United States Naval Academy, Annapolis, Md., is the academic training ground for future naval officers. The Academy prepares young people — morally, mentally and physically.

All Naval Academy applicants must have a nomination from an official source to be considered for appointment (e.g. congressman or president). There are many other nomination sources; applicants should apply to all of them.

Each year the Secretary of the Navy appoints 170 regular Navy and Marine Corps enlisted personnel.

The Academy offers a fully subsidized education, plus a Navy salary, resulting in a bachelor's degree and commission as an officer in the Navy or Marine Corps.

Candidates not initially selected for the Naval Academy will be considered for admission to the Naval Academy Preparatory School (NAPS) and subsequent acceptance by the Naval Academy.

Naval Academy applicants must be the following:

- A U.S. citizen
- At least 17 years old and not yet 22 years old on July 1 of the year of admission.
- Unmarried, not pregnant and have no legal obligation to support a child or other individual
- Of good moral character.
- Scholastically, medically and physically fit.

Active-duty personnel must have an active-duty pay entry base date (PEBD) one year prior to July 1 of the year of admission.

Reservists on active duty or assigned to a drill unit must have a PEBD one year prior to July 1 of the admission year.

U.S. Naval Academy Preparatory School

The U.S. Naval Academy Preparatory School (NAPS), Newport, R.I., accepts qualified applicants from regular and reserve units of the Navy, Marine Corps, Coast Guard and civilian personnel who were not selected for direct appointment to the Naval Academy.

NAPS provides an intensive instruction and preparation for the academic, military and physical training curricula at the USNA.

NAPS convenes each August with the course continuing through May of the following year for candidates seeking July admission to the Academy.

OPNAVINST 1531.4 (series) covers admission to the USNA and NAPS.

Navy Armed Forces Health Professions Scholarship program (HPSP)

The Navy's Armed Forces Health Professions Scholarship Program (AFHPSP) is the major source of Navy physicians. It supports more than 1,200 medical students enrolled in universities and colleges throughout the United States. AFHPSP recipients receive tuition payments, reimbursement for required equipment, books and a monthly stipend of more than \$850 that increases annually. AFHPSP students are required to serve a 45-day Active Duty for Training (ACDUTRA) period as an ensign for every year of

scholarship participation.

The Navy offers two-, three- and four-year scholarships. The active-duty obligation to the Navy for scholarship support is year-for-year, with a minimum payback of three years. Students must be accepted into a fully accredited college or university to be eligible for the program.

During the 1995/96 school year, the AFHPSP included students planning to attend schools of optometry and dentistry. For more information regarding the AFHPSP, contact the nearest Navy Medical Programs recruiter.

Nuclear Propulsion Officer Candidate (NUPOC)

If you have an interest in the high-tech nuclear field, and are a high school junior or senior this program may be for you. Students selected for this program receive more than \$1,500 a month while completing their college degree requirements.

After receiving their college degrees and graduating from Officer Candidate School (OCS) in Pensacola, Fla., Nuclear Propulsion Officer Candidates attend the Nuclear Power School, Orlando, Fla., for approximately six months and receive an additional six-months of hands-on training at a nuclear reactor facility.

Navy Civil Engineer Corps (CEC) Collegiate Program

Qualified college junior and seniors enrolled in accredited engineering or architectural programs receive monthly Navy salaries for up to 24 months en route to becoming commissioned officers in the Civil Engineer Corps.

Baccalaureate Degree Completion Program (BDCP)

This is an incentive program for students in four-year colleges to continue their education and graduate with a baccalaureate degree while being paid a monthly Navy salary.

Students who complete baccalaureate studies under this program enter Officer Candidate School. Upon completion, they are commissioned ensigns in the naval reserve.

Professional Advancement Programs for Enlistees

Enlisted Education Advancement Program (EEAP)

This program allows selected active-duty enlisted



Photo by JOT1(AW) Michael R. Hart

Sailors to attend college and earn as many college credits as possible toward an associate's or bachelor's degree in 24 months of full-time college. At a minimum, selectees are required to complete requirements for associate's degrees. They remain on active duty, drawing full pay and allowances while paying their own educational expenses.

If eligible, they may use their in-service MGIB or Veterans Educational Assistance Program (VEAP) benefits.

Eligibility and application requirements are available from Navy command career counselors or education services officers.

Enlisted Commissioning Program (ECP)

If you have completed a minimum of 30 semester hours of transferable college credits for a technical major or a minimum of 45 semester hours of transferable college credits for a non-technical major, you may be eligible for this program.

The Enlisted Commissioning Program allows students with a grade of 'C' or above to complete requirements for a bachelor's degree and earn a Navy

commission while drawing full active-duty pay and allowances. This can be done in a technical area in 36 months or less, or 30 months (or less) in a non-technical degree area through full-time study at an ROTC college or university. Candidates are commissioned at their NROTC units upon graduation.

Applicants must have between four and 11 years of active service; be at least 22 and able to complete degree requirements and be commissioned before their 31st birthday.

Seaman to Admiral Program

The Seaman to Admiral Program allows active-duty enlisted Sailors in the regular Navy and Navy Reserve (including Training and Administration of Reserve (TAR) Sailors) to become officers. The Seaman to Admiral board selects the 50 most-qualified applicants for appointment as unrestricted line (UL) officers.

After graduating from Officer Candidate School (OCS), selectees are appointed permanent ensigns in the naval reserve and assigned to one of the following UL communities: surface, submarine, special operations, special warfare or aviation (pilot or naval fight officer).

Officers are screened for selection to a bachelor's degree program at the Naval Postgraduate School, Monterey, Calif., after successfully completing their initial sea duty and warfare qualifications.

For a complete list of eligibility requirements and the application format, see NAVADMIN 077/96, or call your nearest Navy Campus.

For more information on Navy Campus and other Navy educational programs, contact your local Navy Campus Office, your Education Services Officer or your command career counselor.

The Department of Veterans Affairs

The Department of Veterans Affairs (DVA) manages the following basic educational assistance programs for service members and veterans: the Vietnam-era GI Bill (VGIB); the Veterans Educational Assistance Program (VEAP); and the Montgomery GI Bill (MGIB).

For personal assistance with VGIB, VEAP or MGIB contact the following:

Bureau of Naval Personnel (Pers 602B) Washington, D.C. 20370-5000, Phone toll free 1-800-962-1425; DSN 224-5934/5; (703) 614-5934; or Fax (703) 693-6593.

* For personal assistance with Reserve Montgomery GI Bill contact: Commander Naval Reserve Force (CODE 009E) 4400 Dauphine St. New Orleans, La. 70146-5000, phone: DSN 363-2960/1.

Want to go to college? Help is available.

Here is a mini list of scholarships and financial aid services contained in the booklet "Need a Lift" for family members of Sailors and other service members. For a complete list of financial sources, send for "Need a Lift," The American Legion, National Emblem Sales, P.O. Box 1050, Indianapolis, Ind. 46206. Contact your nearest Navy Campus for further information on "Need a Lift."

All services are eligible for the following:

- All Ahead Education Loan Program
- Federal Family Education Loan Program
- Armed Forces Communication & Electronic Association Educational Foundation
- Gen. John A. Wickham Scholarships
- Gen. Emmett Paige Scholarship
- AFCEA ROTC Scholarship Program
- AMVETS National Scholarship
- The Anne M. Gannett award for Veterans (National Federation of Music Clubs)
- Budweiser-USO Scholarship Program
- Disabled American Veterans Auxiliary
- Grand Army of the Republic Living Memorial Scholarship
- Knights of Columbus Educational Fund
- Manhattan College Tuition Scholarships for Children of U.S. Service Personnel
- Mobile Corporation-Desert Shield ‡

Navy Campus Sites Overseas

Activity

Telephone number

U.S. Naval Station Guantanamo Bay, Cuba
Naval Support Facility Diego Garcia
NCTAMS WESTPAC Guam
Naval Activities Guam
U.S. Naval Forces Keflavik, Iceland
Naval Air Station Sigonella, Italy

Naval Support Activity Naples, Italy
Naval Support Activity Souda Bay, Italy

Naval Air Facility Atsugi, Japan
Naval Air Facility Kadena, Japan
U.S. Fleet Activities Sasebo, Japan
U.S. Fleet Activities Yokosuka, Japan
Naval Station Roosevelt Roads, Puerto Rico
Naval Station Rota, Spain

(804) 444-4063 ext. 4769; DSN: 723-3960 ext. 4769
DSN: 370-4321
DSN: 355-5554
DSN: 339-8291/92
011-354-425-7795/6226; DSN: 450-7795
011-39-95-56-4492; 011-39-95-86-2519
DSN: 624-4492 (on base); DSN: 56-4492 (off base)
9-011-39-81-724-4243; DSN: 624-4243
011-39-95-56-4492; DSN: 624-4492 (on base)
DSN: 56-4492 (off base)
011-81-3117-64-3280; DSN: 264-3280
011-81-6117-34-8298; DSN: 634-8299/8298
011-81-3117-52-3514; DSN: 252-3511
DSN: 234-7574/5058
(787) 865-4052; DSN: 831-4052
9-011-34-56-82-2798/2711/2916;
DSN: 727-2798/2711/2916

*** Most calls require going through a Navy operator. Also note time differences.**

Back to basics

Sailors improve their futures at learning center

Story and photos by JO1 Ron Schafer

Whether they're making themselves more competitive for advancement or polishing their skills as they prepare for college courses, Sailors at Naval Amphibious Base, Little Creek, Va., are going back to basics to continue their education.

The Academic Skills Learning Center at Little Creek is a computer-based, self-paced education facility designed to help students improve their reading, language arts and math skills.

The center, which replaces the basic functional skills class, uses the PLATO system of educational computer software to help students through a 10-week curriculum.

Students attend the center two hours a day, five days a week to complete the course. "Most of the students enrolled in the program are preparing to retake the ASVAB (Armed Services Vocational Apti-

tude Battery)," explained Trent Webb, the center's manager. "But, anyone enrolled will be prepared to take any type of test, whether it's the ASVAB, the SAT or college placement exams."

The center is used by personnel in paygrades E-3 to O-3 at no cost which, Miller said, many people find surprising. "Many students, I think, come to the center with the attitude that this is a "dummy school." That's wrong. This program serves people

who want to brush up on their academic skills before they pursue graduate or post-graduate studies. The fact that such a diverse population takes something meaningful away from here is

"Anyone enrolled will be prepared to take any type of test."

-Trent Webb

significant."

Beth Thomas was a student who took something significant from the center. As a quartermaster 3rd class, she wanted to convert to the legalman rating but found she needed to improve her ASVAB scores before submitting a lateral conversion package. After completing the course, the Shippensburg, Pa., native raised her ASVAB scores by 21 points and is now a legalman 3rd class at the Navy Legal Service Office in Norfolk.

"At 'A' school for court reporting, you have to know where to put your commas and be able to decipher sentences," said Thomas. "I know a lot of people had to take extra classes for their language skills, but I had no problems. I've recommended the course to several people and they all loved it."

The facility at Little Creek and another in Jacksonville, Fla., are the only two in operation. Used originally as pilot sites, their success has had a lasting impact. Officials have recommended opening approximately 60 additional sites throughout the fleet, with some targeted to open as early as Oct. 1, 1996. †

Schafer is a Norfolk-based staff writer for All Hands.





NTC Great Lakes

Where Sailors take their first steps

Story and photos by JO1(AW) Michael R. Hart

Located about 30 minutes north of Chicago and a stone's throw from Lake Michigan, is Naval Training Center (NTC), Great Lakes, Ill. This is where 17,000 to 19,000 Sailors at any given time throughout the year — in boot camp, 'A' school or 'C' school — are indoctrinated into the Navy or receive their technical training before heading to the fleet.



NTC Great Lakes

(Previous page) A military evaluator checks a recruit's "dog tags" to make sure she's wearing them correctly. Paying attention to detail is drilled into recruits from the time they enter boot camp.

► SR Elizabeth McClam of Sumter, S.C., puts the finishing touches on her rack during an inspection.





◀ These future Sailors, still in their Processing Days (P-days) of training, can only imagine what the next eight weeks will bring.

NTC is now home to the Navy's one and only Recruit Training Command, and the mission of its Service School Command is also expanding. Throughout the transformation, which began in 1994, the quality of training and the quality of recruits has remained high. "We're here to turn each Sailor into the best person that we can," said Electronics Technician 1st Class Justin Deloach, an ET "A" school instructor from San Antonio. "It doesn't matter if they're going to be a technician, a QM (quartermaster), MM (machinist's mate) or whatever. We're here to quench their thirst for knowledge."



▲ RTC Great Lakes, Ill., will graduate nearly 55,000 recruits this year. This division is headed to the confidence course.

◀ Core values training is part of the boot camp curriculum. Recruits are encouraged to ask questions to understand what's expected of them when they get to the fleet.



▼ SR Mabel A. Zafra, a Chino, Calif., native, climbs down a rope on the confidence course. Being a Sailor gives her "a feeling of responsibility to serve for the United States," she said.



"I like the instructors here a lot," said Seaman Frank Vanhoof, an ET 'A' school student from Daytona Beach, Fla. "They set a good example for us, and they've got a lot of sea stories to tell," he said. "Because of them I'm a more reliable person. I've got more commitment."

Reliability and accountability start at boot camp, according to instructors and recruit division commanders (RDCs) alike. Although the number of recruits at RTC has increased, the commitment of the RDCs remains relentless — and the recruits are reaping the benefits.

"My RDCs are very professional," said Seaman Recruit Mabel A. Zafra, a Chino, Calif., native. "I'm thankful for their service and the responsibility they've taken in making us Sailors and better citizens. Because of [my] boot camp [experiences], I know I'll be a productive, responsible person."

Responsibility, discipline, attention to detail and the Navy's core values are common threads taught throughout NTC Great Lakes. The workload may be heavier but the rewards are even greater. "Sending the best Sailors possible to the fleet, that's what we do," said Deloach. "This is one of the greatest commands I've ever been [assigned to]." ⚓

Hart is a photojournalist assigned to All Hands.





◀ Nobody comes to boot camp without getting at least one haircut.



◀ GS 'A' school students (seated from left), GSEFA Alejandro Garcia, of Woodward, Okla.; GSEFN Joseph Webb of Beckley, W.Va.; GSEFA Dustin McElhaney of Coshocton, Ohio; and GSEFN Robert Molter of Coloma, Mich., work on an electric plant control console. Instructor GSM1(SW) Scott Montgomery of Chesteron, Ind., supervises.

◀ ◀SK2 Gary Bly of Danville, Ill., issues uniform shoes to new recruits.

Facts and Figures

- ⚓ NTC total area — 1,628 acres
- ⚓ RTC will graduate approximately 55,000 recruits this year
- ⚓ Service School Command average student population — 7,000
- ⚓ 'A' schools — IC, EM, GS, MM, BT, EN, HT, DS, ET, FC, GM, TM, QM, SM
- ⚓ 'A' schools under construction — RM, MR, DC
- ⚓ Average number of recruits in training — 8,000 to 12,000
- ⚓ NTC military staff — 4,500

All in a day's work

Recruit division commanders 'teach, teach, teach'

Story and photos by JO1(AW) Michael R. Hart

At 3:15 a.m., a shrill, high-pitched sound sliced through the stillness of the night. The recruit division commander (RDC) blindly reached for the snooze button on his alarm clock. Time to go back to work, even though he left his recruits barely five hours ago.

Still half asleep, thoughts of the day's schedule began racing through his mind. There's breakfast

at 5:30 a.m., a folding and stowing drill at 7 a.m., a courtesy inspection at 7:50 a.m., classroom at 11 a.m., a military drill at 2:30 p.m. ...

For the eight weeks of boot camp, RDCs are everything to their recruits: teacher, counselor, disciplinarian, mother and father. Every day there are new challenges and expectations.

"We teach, teach, teach," said RDC Engineman 1st Class (SW)

James Webster, shortly after his division completed a folding and stowing/personnel inspection. "My expectations get higher and higher each day," he said. The inspection, according to Webster, is very important. "It's a test to see if they've been trained properly. It's a tool to build morale and confidence," said the Wyaconda, Mo., native.

Webster doesn't "push" these recruits alone. He's got two partners: Chief Fire Control Technician (SS) David C. Lynch and Fire Controlman 2nd Class (SW) Jeff Wroblewski. "We have to work together," said Wroblewski, of North Chase, Wis. "The recruits see us working together and they want



▲ FTC(SS) David C. Lynch is not happy to find gear adrift in a recruit's locker.

► Recruits furiously take notes as EN1(SW) James Webster gives them information on military aircraft.



▲ FC2(SW) Jeff Wroblewski double checks paperwork on one of his recruits. "This is the behind-the-scenes work, but it's equally important as everything else."

to do the same."

"The days are long, but the work is rewarding," said Lynch, of Lewistown, Mont. "Nothing makes you prouder than seeing recruits grasp something you taught them, [and] then teach it to another shipmate." ‡

Hart is a photojournalist assigned to All Hands.



▼ FTC(SS) Lynch marches his division to breakfast.



Just another day at the office

A.M.

4:30 — FTC(SS) Lynch arrives at the division

5:00 — Reveille

5:30 — FTC(SS) Lynch marches recruits to chow

7:50 — Courtesy fold and stow/personnel inspection

9:30 — EN1(SW) Webster marches recruits to lunch

11:00 — Military customs and courtesies class

P.M.

2:30 — Military drill

3:30 — FC2(SW) Wroblewski double-checks recruits' records

4:15 — Evening meal

6:00 — EN1(SW) Webster gives recruits military instruction

7:00 — Night study

8:00 — Paperwork, prepare for tomorrow



FIRE!

Miramar fights fire with fire

Story by JO1 Scott D. Williams, photos by PH1(AW) Rich Oriez

When a series of fires broke out in a remote section of Naval Air Station Miramar, Calif., local federal and civilian firefighters sighed with relief. In fact, in a dramatic reversal of their usual occupation, they skillfully ignited several more.

"Burn, baby, burn," crowed one federal firefighter as he watched a huge wall of flame advance up a hill carpeted with thick brush. Oddly enough, firefighting officials claimed they were burning the area to the ground for the good of nature.

About 50 firefighters, including Miramar's Natural Resource Manager Mike Scott, used drip torches and flame-throwing guns mounted on heavy equipment to get the fire started and keep it going.

Experts said the intentional burning of almost 340 acres of brush will reduce the risk of major brush fires during the summer fire season. Additionally, clearing the land allows local wildlife to flourish.

Scott, said the "prescribed burns" were part of an ongoing watershed management project that promotes vegetation growth by removing live and dead brush that is old and dangerously susceptible to fire. Responsible for more than 24,000 acres on Miramar, Scott placed a high priority on hedging against the summer brush fires that often destroy thousands of acres and threaten nearby homes.

"The brush in the area of the prescribed burn was 45 to 75 years old," said Scott. "The dead and decayed brush became so dry that it was very conducive to ignition. A lot of people see brush fires negatively, but actually they are nature's way of removing the old to make way for the new. We just help nature do its job."

In addition, Scott said the burn rejuvenates flora and improves the wildlife habitat. "Old brush, some as high as 20 feet, gets very thick and almost impassible to larger animals such as deer and coyote," Scott said. "The thinning out of vegetation also helps water runoff and water quality."

The prescribed burn took place only after wind direction, relative humidity and air quality were measured. Once safety and air quality standards of the surrounding civilian communities were met, the first

▼ Mike Scott, Miramar's natural resources manager, talks with a group of firefighters before setting out to burn 340 acres of brush to the ground.





◀ As flames mount, a firefighter backs away.

▼ The drip torch, held by a firefighter, is commonly used to start backfires. Backfires are set in a perimeter around a brushfire and spread toward it, eliminating fuel that stops the progress of the main blaze.



▲ A firefighter walks away from the wall of flame he created with a drip torch.

fires were lit.

It took several days, but eventually all 340 acres were burned according to plan. The exercise gave credibility to the notion that sometimes it takes fire to fight fire. †

Williams is the assistant editor of The Navy Compass, San Diego. Oriez is assigned to the Fleet Imaging Center Pacific, San Diego.



Heat!

How it affects your car's performance



Story by Lon Anderson, photos by JO2 Chris Alves

The Blizzard of '96 and the lingering winter tried our souls, tested our patience — and tortured our cars. No doubt everyone's ready for summer, but can our winter-weary cars take the heat?

"Now is the ideal time to take care of important preventive auto maintenance," said Bob Livingstone, director of American Automobile Association (AAA) Potomac's Auto Services. "Sauna-like temperatures

can be just as harmful to your car's battery and other systems as cold weather.

"If the needle of your temperature gauge enters the red zone, pull over immediately and call for service," Livingstone said. "This is particularly important because today's smaller lighter aluminum engines work at higher temperatures and are less tolerant to overheating. Don't let a failed \$60 cooling fan end up costing you \$6,000," he added. †





◀◀ PHAN Jermaine D. Hughley, of Chattanooga, Tenn., calls for help while Richard Kyle, of Washington, D.C., looks under the hood.


◀ PHAN Hughley checks the oil level in his car making sure it's in the "safe zone" as part of preventive auto maintenance for the summer months.


◀ Checking your car's tire pressure is an important part of your car maintenance plan.


To help keep your car rolling through summer, AAA offers the following guidelines:

 Help your car keep its cool. Regularly check the coolant level and the antifreeze mixture in the radiator. If coolant is rust-colored, flush the system. As a general rule, the system should be flushed every two years.


 Guard against "tired" tires. Keep a tire gauge handy and check the pressure weekly, according to the recommendations in your owner's manual. To ensure even wear, tires should be rotated every 6,000 to 8,000 miles.

 Keep it straight. Pothole-ravaged streets have wreaked havoc with car alignments. If your car pulls to one side or you notice uneven tire wear, have your car's alignment and suspension systems checked.

 Keep your battery charged. Make sure your battery is securely in place. Clean and tighten corroded connections and, if your battery is not maintenance free, be sure to check the water.

 Oil: Time for a change. Change your car's oil and filter every three months or 3,000 miles, whichever comes first. Make sure the oil level is always in

the "safe zone" on the dipstick to prevent engine wear.

 If your temperature gauge approaches the red zone:

- Avoid congested traffic to allow flowing air to cool your engine.

- In stop-and-go traffic, keep a sizable cushion of space in front of your car to avoid absorbing heat given off by the car ahead of you.

- Try to survive without air conditioning, which makes your engine work harder and hotter.

- Turn the fan on high, which will vent some of your engine's excess heat.

- Occasionally put your car in neutral gear and rev the engine at a fast idle to speed up the fan and fluid flow through the cooling system.

While these guidelines will prepare your car for summer, be sure to consult your owner's manual for exact maintenance schedule and specific measures.

Anderson is a writer for the AAA Potomac News, Fairfax, Va. Alves is a staff writer for All Hands.

Bearings

19th century cannons discovered at Sasebo

Searching for cannons isn't something Sailors at Commander Fleet Activities Sasebo, (CFAS) Japan, often do. But lately, cannons have been sprouting up around the base.

The first cannon was discovered by Japanese construction workers near the fleet activities' port operations building, according to LTJG George Minick, CFAS public affairs officer. The cannon had Chinese inscriptions revealing it was made by the "Third Plant, Taishieh Company" in 1876. The cannon weighed approximately 1,300 pounds.

Three days later a chief petty officer discovered the second cannon during a training exercise.

"I was teaching a man-lift operation class for USS *Holland*," said Chief Equipment Operator (SCW) Thomas Dougherty, who found the cannon near piers used by the Japanese Navy. "I looked over and saw this thing sticking out of the ground with a familiar shape to it."

The object he saw was a cannon buried muzzle down. "A little bit of the cannon had been exposed for a long time," Minick said. "Someone had painted it haze gray."

Two days later, armed with a pick and shovel, Dougherty dug around the object looking for a fuse hole to verify it was a cannon. His assumption was correct, so he arranged for a backhoe to dig it out. Then Dougherty and Boatswain's Mate 3rd Class Vitolio Paulo began digging.

It seemed like an easy job to both men, but a turn for the worse came at about 1.5 feet deep when the backhoe hit concrete.

Discouraged but not ready to



▲ The first cannon found by Japanese construction workers bore Chinese inscriptions revealing its production by "Third Plant, Taishieh Company" in 1876.

◀ EOC(SCW) Thomas Dougherty digs to find the fuse hole verifying that the object is a cannon.

up. The digging became easier because the men had more room to move in the deepening hole.

give up, he called his counterparts at Naval Construction Battalion 4 for help.

Three days later EOCA Brian Edwards and Builder 3rd Class John Von Badinski arrived at the scene. The three men were determined to break through the cement with an electric jackhammer. An hour and a half later Paulo arrived to help.

After a few hours of digging, a large piece of cement was broken

After clearing the area, Edwards used the back hoe to ease the cannon out of its resting spot.

It took almost six hours of digging but the men had finally freed the cannon. Dougherty said he hoped the cannon will be put on display in a museum. †

Story by JO2 Steve Sitland, assigned to Commander Fleet Activity Public Affairs, Sasebo, Japan.



VAQ-132 Sailor saves St. Martin boy

The scorching St. Martin, West Indies, sunset brought an end to the first day of the USS *Enterprise's* (CVN 65) recent port visit. The air had cooled, but Aviation Ordnanceman 2nd Class William White of Navy Tactical EW Squadron (VAQ) 132 still found himself wiping sweat from his brow. Pulling his sweat-dampened uniform away from his skin, he made his way down the pier at fleet landing.

He was supposed to be one of the ship's duty drivers, but was reassigned to count people taking liberty boats back to the ship.

As he walked toward the liberty boats at the end of the pier, White noticed two women and two children walking just ahead of him. The adults walked ahead of the children when, one little boy fell

into the water. A moment later the boy reappeared screaming and flailing in panic.

"At first I thought he'd jumped in," said White, a 10-year Navy veteran. "But when he started screaming, I knew he'd fallen. The boy's mother also panicked and became hysterical."

Without a moment's hesitation, the Dallas native jumped into the water after the boy. "I didn't really give it much thought," White said. "Someone had to get him out of the water and I was the closest."

White grabbed the boy and passed him up to another Sailor on the pier. When White went back to check on him, the boy gave the Sailor a big hug and thanked him.

For his heroism, White was awarded the Navy and Marine Corps Commendation Medal. †



Photo by PHAN Isaiah Sellers

USS *Enterprise's* (CVN 65) AO2 William White, of VAQ 132, is the squadron's quality assurance representative for ordnance.

Story by JO2 Art Picard, assigned to USS *Enterprise* (CVN 65) public affairs office.

NMCB 4 constructionman beats black belts

Painters tour Italy, wine makers visit France and martial artists often tour any one of many countries in the Far East.

Construction Mechanic Constructionman Jamie E. Sherry of Naval Mobile Construction Battalion 4, ended up in Okinawa, Japan, the country of her art's origin. Sherry, a native of Poulsbo, Wash., has been studying Okinawan *Goju Ryu*, a form of karate, since she was nine and is currently a first degree black belt.

Recently, Sherry had the chance to demonstrate her talent during the Kadena Cup Challenge at Kadena Air Force Base, Okinawa.

"I was particularly interested in this competition," said Sherry. "Since it is Okinawan *Goju Ryu* that I study, I was very excited about performing my *kata*



U.S. Navy photo

CMCN Jamie E. Sherry, of NMCB 4, practices her *kata* (a non-fighting demonstration of martial arts technique and skill).

(a non-fighting demonstration of martial arts technique and skill) and showing my style of art in the land where it was developed. Each individual movement is done slowly, and you pay attention to it."

The tournament attracted more than 100 competitors from different belt levels and martial arts disciplines. Sherry went up against nine other black belts during the *kata* competition. A tie between her and one other competitor required both to perform another *kata* to determine the winner. In the end, Sherry earned the title of Grand Champion in *kata*. †

Story by JO2 Michael B. Murdock, assigned to U.S. Naval Mobile Construction Battalion 4 public affairs office.

Bearings

Early baby – first for mom and ambulance crew

It is said that youth is impatient. The son of Operations Specialist Seaman Susin Sims, Elizah Isiah Rahjon, started life impatiently this spring. Early in the afternoon, Sims, a student at Tactical Training Group Atlantic, Dam Neck, Va., had indications that her first child was on the way.

At 9:30 p.m., Naval Air Station (NAS) Oceana Branch Medical Clinic emergency medical technicians (EMTs) Hospital Corpsman 3rd Class Anthony Michaux and HM3 Timothy Wilber responded to a call by Dam Neck Fire Department. "On scene, we discovered Sims' contractions were 12 minutes apart and lasting for 30 seconds," says Michaux. "In any normal scenario, that's more than enough time to get a patient to a facility."

They radioed Portsmouth Naval Hospital. The doctor agreed that indications suggested there was enough time to transport the 20-year-old mother-to-be to the naval hospital.

About 10 minutes down the road the EMTs were forced to stop. State troopers were halting traffic flow at 20-minute intervals for road repairs. Michaux and Wilber knew they weren't going anywhere. They could see the long stretch of red tail lights from cars stopped ahead and no way to get through.

Sims' contractions increased to three minutes apart and lasted for a couple of minutes. Wilber, a native of Pulaski, Tenn., pulled off on the side of the road, leaving the ambulance lights on. He radioed for an assist from Norfolk paramedics and joined Sims and Michaux.

Neither Wilber nor Michaux had ever delivered a baby during their careers. Their only experience was in transporting laboring mothers. Michaux said Sims was calm, listening to everything he had to say, and that calmed him.

"I envisioned childbirth, based on what you see in the movies, as a lot of yelling from pain," said Michaux, a Vero Beach, Fla., native. "Of course



A "routine" ambulance transport to Portsmouth Naval Hospital wasn't routine for HM3 Anthony Michaux (left) and HM3 Timothy Wilber of Oceana Branch Medical Clinic, NAS Oceana, Va.

she groaned, but it was nothing like I expected. The baby delivered perfectly."

Wilber cut and clamped the cord and placed the baby in a blanket.

Both men were amazed at how all their training kicked in automatically. "I was focusing on her and the baby and making sure that everything went fine," said Michaux. "I was going on the training I had. I didn't have to think about it. It's something I'm not going to forget." †

Story by Annette Hall of Naval Air Station Oceana, Va., public affairs office.



Sailor's art soars at supersonic speed

The high flying art of Aircrew Survival Equipmentman 3rd Class Bryan Faulkner, of Attack Squadron (VA) 34, may never end up next to DaVinci's "Mona Lisa." But, if you ever have the chance to catch a glimpse of the Blue Blaster aircrew preflighting onboard USS *George Washington* (CVN 73), you can't help noticing his masterpieces.

The native of Springdale, Ark., uses aviators' helmets as his canvas. He first discovered his creative abilities in high school and has been improving his artistic form ever since.

Faulkner's current project has been to take a standard, white aviator helmet and, using reflective tape of assorted colors, turn it into an extraordinary piece of contemporary art.

He begins by detailing the helmet with the intricate Blue



U.S. Navy photo

A sampling of various helmets. Designs vary from simple designs to complicated multicolor creations.

Blaster insignia. Then, using the aviator's call sign he visualizes and creates a design to fit the appropriate nickname.

"I get my design ideas from magazines, books and pictures," he said.

He does all of this within Navy regulations which limit non-white reflective tape use on helmets to no more than 30 square inches. The final product creates an individual

sense of style with a certain panache. Faulkner's "frescos" are admired throughout Carrier Air Wing 7.

As a matter of fact, the commanding officer has placed an order for two! ‡

Story courtesy of VA 34 public affairs office onboard USS George Washington (CVN 73).

Navy recruits at Los Angeles Grand Prix

For Los Angeles-area Navy recruiters, Indy Car racing is a contact sport.

Navy Recruiting District Los Angeles lived up to its recruiting motto of *full speed ahead* at this year's Toyota Grand Prix of Long Beach by being the only military recruiting representative at the largest motor sports event in the Western United States.

Recruiters from stations around the district used the Grand Prix to show potential prospects how the Navy's high speed career opportuni-



ties can help them reach the finishing line with their own personal goals.

"I've been to the Grand Prix many times in the past as a specta-

A "Leap Frog" lands on the narrow race track in front of a capacity crowd.

tor, but this year was the first time as a Navy recruiter. It was great, fantastic and couldn't have been better," said Senior Chief Master at Arms (SW) Pauline M. Bullock, recruiter in charge of Navy Recruiting Station North Hollywood, Calif. Bullock worked the Navy recruiting booth at the Long Beach, Calif., event. ‡

Story and photo by JO1 Walter T. Ham IV, assigned to Naval Recruiting District Los Angeles, public affairs office.

Around The Fleet...

Honorary chief ...

When does a captain get selected as a chief petty officer? Only when the Master Chief Petty Officer of the Navy (MCPON) gives the OK. That OK was bestowed on CAPT Richard Boyd recently when his departmental chief petty officers removed his eagle collar devices,

and pinned on the anchors worn by chiefs.

The honorary title was earned, according to Master Chief Postal Clerk John Curry, because, Boyd trusts his chiefs to run their shops.

"I give the chief petty officers the responsibility to manage their own people and their workload and I hold them accountable,"

Boyd said. "I trust them and their judgment and give them the latitude to exercise their judgment."

Boyd was awarded a certificate of appointment signed by the Master Chief Petty Officer of the Navy, a plaque and a ball cap from the chiefs. †



Photo by JO1(SW) Patricia Huizinga

CAPT Richard Boyd can now answer as Master Chief Boyd.

New aircraft ...

The first U.S. Air Force T-1A *Jayhawk* aircraft recently arrived at Training Wing 6, Naval Air Station Pensacola, Fla.

As part of the consolidation plan to create the Joint Navigator/Naval Flight Officer Training Program (JNNT), the T-1A will function as a training platform for the intermediate phase of the Navigator/NFO training syllabus at Training Squadrons 10 and 4.

More than 216 U.S. Air Force personnel are assigned to the JNNT program at NAS Pensacola, including 26 instructor navigators, 36

instructor pilots, seven enlisted personnel and more than 150 students. Ultimately, about 365 U.S. Navy and Marine Corps, 360 Air Force and 105 Saudi Arabian, German and Italian navigators will be trained annually.

The T-1A is a militarized version of the Beechjet 400A corporate aircraft powered by twin engines with 2,900 pounds of thrust each, providing a maximum speed of 468 knots or 538 miles per hour. The aircraft measures 48 feet 5 inches in length, 13 feet 11 inches in height and has a wingspan of 43 feet 6 inches. †

Self help ...

The largest self-help project in Naval Air Atlantic (AIRLANT) history ended when CAPT Ronald L. Christenson, commanding officer of Norfolk-based USS *Theodore Roosevelt* (CVN 71), cut a ribbon opening five new berthing compartments for 558 Sailors aboard the carrier.

Roosevelt Sailors did the work instead of using outside contractors. This saved taxpayers \$2,649,959, according to LT Ken Jalali, *Roosevelt's* self-help project officer.

Speaking to the rehab crew just before he cut the red, white and blue ribbon, Commanding Officer CAPT Ronald L. Christenson said, "I congratulate all of you. I know it was a lot of hard work, extra work, and the quality and professionalism you showed is the right way to do business on *Theodore Roosevelt*." †

Award ...

The nuclear-powered, fast attack submarine USS *Boston* (SSN 703) homeported at Groton, Conn., was selected recently to receive the Arleigh Burke Fleet Trophy for 1995.

The award is given to the ship or aircraft squadron of each fleet selected by its Fleet Commander in Chief for achieving the greatest improvement in battle efficiency during the calendar year based upon the Battle Efficiency Competition.

"When you need something done well, *Boston* is the ship to do it," said CAPT Stephen W. Larimer, Commander Submarine Squadron 2. "*Boston* has achieved new heights of operational readiness and is therefore richly deserving of the Arleigh Burke Trophy." †

Recreation ...

During a recent ceremony, Navy Mobile Construction Battalion 4's (NMCB 4) Second Class Association President, Engineering Aide 2nd Class Alan D. LaCombe, cut a ribbon to reopen the Coffee House at Camp Shields, Okinawa.

The Coffee House was an all hands recreation room, but lack of interest in the facility left it underutilized and in need of attention. These needs became apparent to NMCB 4's newly formed Second Class Association as they looked around base for an association living room.

"It was outdated and in disrepair," said Gunner's Mate (Guns) 2nd Class James M. Barron, the association's secretary. "We saw there wasn't a non-alcoholic, non-smoking place on base, so we decided to take this over and turn it into the ultimate non-smoking, non-alcoholic place for people to come [socialize]."

After getting permission, the association gave the coffee house a facelift. Association members cleaned the facility, acquired furnishings from the Defense Reutilization and Marketing Office



U.S. Navy photo

(DRMO) and purchased a variety of board games, using their own money, that could be checked out to patrons.

"I'm happy to see the Second Class Association come to life, and more importantly, to take on something like this," said CDR Stephen E. Barker, NMCB 4's commanding officer. "This is really a benefit to the whole command.

We all know the burden of alcohol abuse, what it does to the command and to individuals. It's great to have people willing to put some effort into it, keep it up and make it a place where people want to come." †

Visitors ...

Hull Technician 1st Class Patrick Wetherell, assigned to the Engineering Department onboard USS *Carl Vinson* (CVN 70), got a chance to ham it up when he met actress Crystal Bernard of the television series "Wings." Bernard, along with several distinguished visitors came aboard to observe flight operations and carrier qualifications.

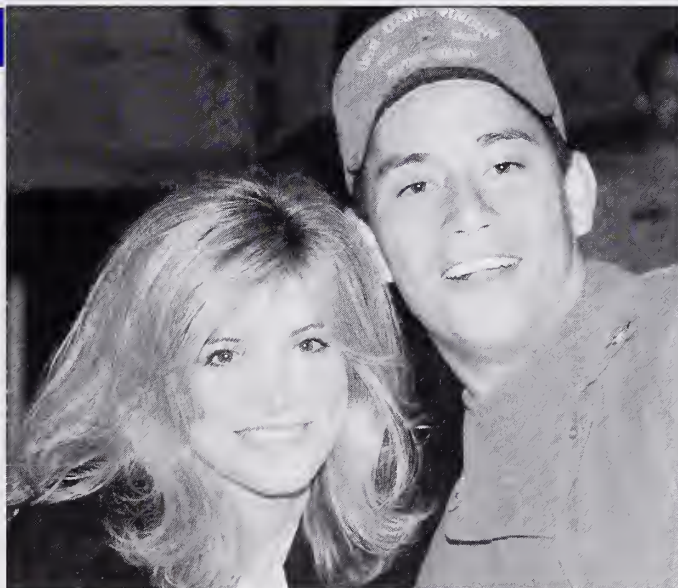


Photo by MR3 Ted Boesch



**Admiral Jeremy
"Mike" Boorda**

**Chief of Naval
Operations**

"A Sailor's Sailor"

"Thank you, U.S. Navy and a special thanks to you, those wonderful Sailors. Thank you for the overwhelming outpouring of wonderful stories and letters which our family has received during this period of grief. You have made our lives bearable by all of the letters and telephone calls of support. There is that old saying, 'the Navy takes care of its own.' Thank you for being there for me and our family.

"My husband loved his country and 'our' Navy. Today if he were writing you, I thought it might be something like the following:

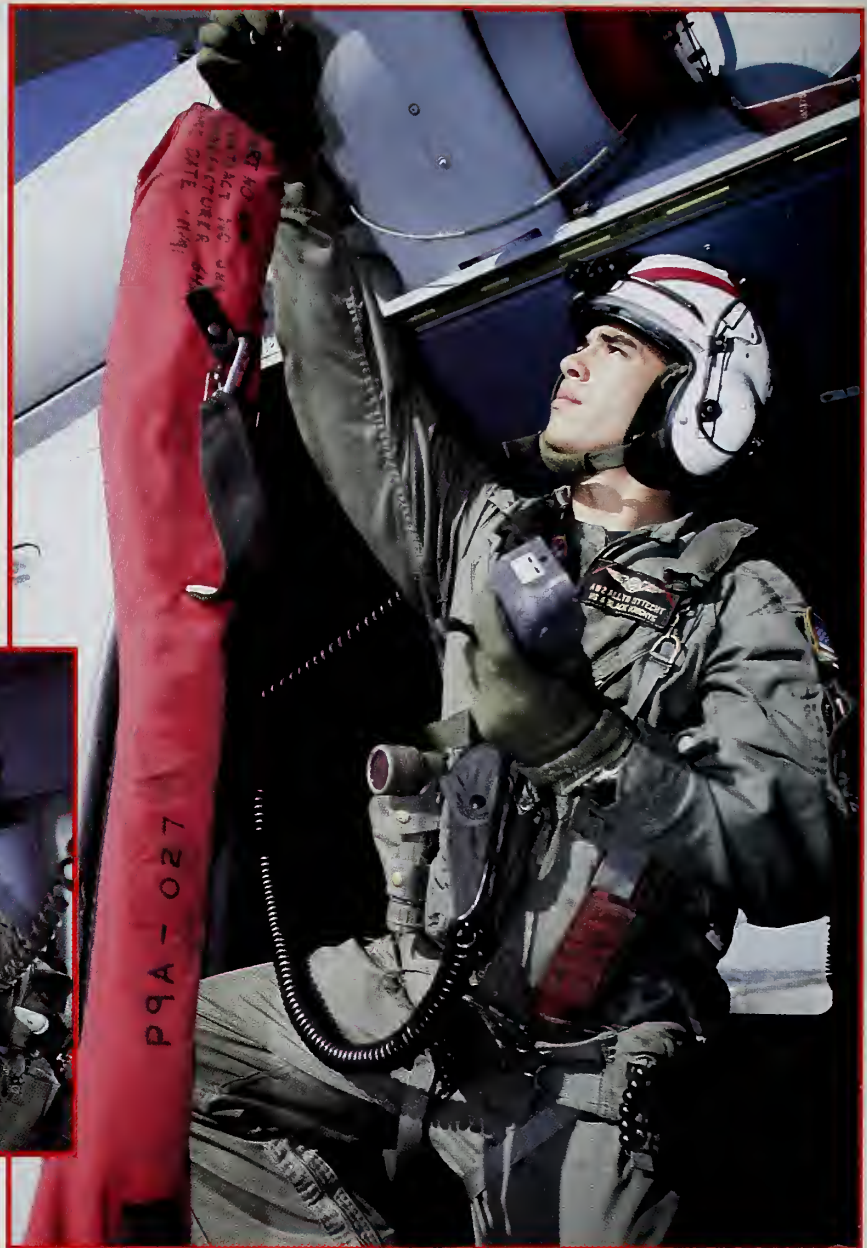
"You are the heart and soul of our Navy. Take care of each other. Be honorable. Do what is right. Forgive when it makes sense, punish when you must, but always work to make the latter unnecessary by working to help people be all they really can and should be. One-on-one leadership really will work if you let it and honestly apply it. Our great Navy people will live on. I am proud of you. I am proud to have led you if only for a short time.

"God bless each and everyone of you."

– The Boorda Family



Photo by William S. McInosh



NAME: AW2(NAC) Allyn Uttecht

ASSIGNED TO: Helicopter Anti-Submarine Squadron 4, NAS North Island, Calif.

HOMETOWN: Bullhead City, Ariz.

JOB DESCRIPTION: Naval aircrewman, rescue swimmer, combat search and rescue.

ACHIEVEMENTS: Selected for BOOST and NROTC programs.

HOBBIES: Running, swimming – anything athletic.

BEST PART OF THE JOB: "I love to fly. It's really exciting that I get to do something that many people never experience."

KEY TO SUCCESS: "It's very important to be motivated. Find something you love about your job, then pursue it relentlessly."



ALL HANDS

MAGAZINE OF THE U.S. NAVY

Duty in
Paradise
August 1996



PH1 Stephen Baltz

AN Ishmar Armstrong waits for authorization to move an F/A-18 *Hornet* aircraft into the hangar bay of USS *Independence* (CV 62) while underway in the Pacific Ocean.

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Magazine of the U.S. Navy

August 1996, Number 952

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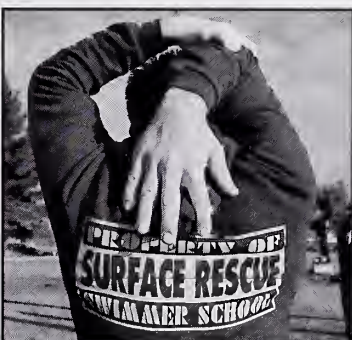
Front Cover: Photo by PH2 Ephraim Rodriguez, Naval Media Center
Back Cover: Photos by PHAA Damon J. Moritz, *All Hands*.



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Charthouse

Zero tolerance

■ The message could not be any simpler. When it comes to the use of illegal drugs, the Navy's policy is "zero tolerance."

The Navy is using a variety of methods to enforce this policy. While random urinalysis testing is perhaps the most well known deterrent, the Naval Criminal Investigative Service (NCIS) has successfully employed undercover operations and statements by Sailors who have come forward after becoming aware of illegal activities.

If you are contemplating using, selling, buying, carrying or distributing drugs, take the hint: The use of drugs will not be tolerated. If the random urinalysis doesn't get you, it is possible that the person you are buying from or selling to may be an undercover agent or someone ready to turn you in. ‡

New policy

Commanding officers have broader authority to determine who is eligible for exemption from disciplinary action under recently announced changes to the Navy's self-referral drug-abuse policy.

Sailors who self-refer for drug abuse will be screened for dependency by a physician or clinical psychologist. Under the revised policy, Sailors who screen as drug dependent will

continue to receive help without the risk of disciplinary action. However, all Sailors who self-refer for drug abuse and are screened as not drug dependent can now be subject to disciplinary action.

The change is intended to protect the Navy's investment in training and experience by preventing fraudulent use of the self-referral program. It applies to all active-duty and reserve commands. In all cases, after evaluating all evidence and recommendations, the decision is the commanding officer's.

Additional information is available in NAVADMIN 108/96, and will be included in the next revision of OPNAVINST 5350.4 series. ‡



Uniform regs

■ The latest revision to the Uniform Regulations (NAVPERS15665), now out on CD-ROM, provides Sailors with two new options.

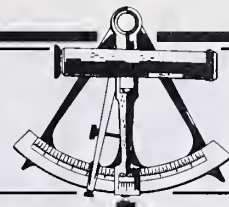
First, if you are stationed ashore at a command that does not have a command belt buckle, you may now wear one from your previous sea command — ship or squadron.

The second change, effective immediately, authorizes wearing the black V-neck sweater

with Summer Whites for all Sailors. In the updated Uniform Regulations, the sweater is optional and may be worn in the same manner as Summer Khakis (collar out, name patch required). For officers, the hard shoulder boards are not required to be



worn under the sweater. However, if the sweater is removed, shoulder boards must be in place. ‡



Legal update

■ Using "by law" as a Servicemen's Group Life Insurance (SGLI) beneficiary designation has been prohibited under NAVADMIN 035/96. This means Sailors must now designate beneficiaries by name or relationship, or risk the complete loss of benefits for their intended beneficiaries.

If a "by law" designation is

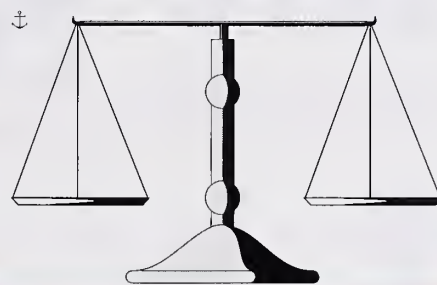
not removed and a specific designation is not made on a Form

SGLI 8286, benefits are paid according to legal precedence, which might not be the person(s) you intended. To ensure this doesn't happen, all Sailors and Marines are encouraged to check their current SGLI election and certificate.

Beneficiaries should be designated by name, address, percentage of shares and option of

payment. Trusts may also be designated as beneficiaries.

Any member needing advice on beneficiary designation should contact their nearest Legal Assistance Office for help.



VHA survey

■ Commands or Personnel Support Detachments that received the annual Variable Housing Allowance (VHA) survey, are to distribute it to all Sailors currently receiving VHA and return it by Aug. 30.

NAVADMIN 118/96 also provides instruction highlights for administering the survey and stresses the importance of 100 percent participation.

By law, VHA rates are set by surveying Sailors' housing costs using an annual census. Last year, 74 percent of Sailors returned the survey. While that is a higher return ratio than in previous years, a less than 100 percent return rate on the survey can result in inaccurate VHA rates. This can hurt the Navy's efforts to ensure Sailors are reimbursed as close to 85 percent of their housing costs as possible.

Commanding officers and

officers in charge are being asked to ensure each Sailor receiving VHA completes the survey form. It can be completed in 10 minutes or less and most responses can be provided from memory.

Call the VHA hotline at DSN 221-7454 or (703) 325-7454. Bureau of Naval Personnel point of contact is LT Dizon (PERS 201C) at DSN 224-5635 or (703) 614-5635 or Fax (703) 695-3311.

New VHA provision

A provision in the 1996 Defense Authorization Act (called VHA Rate Protection) protects Sailors from losing money on their housing allowance because of a drop in VHA rates for their area.

The provision ensures that if a Sailor's housing costs have remained the same or increased, the Sailor is entitled to VHA rate

protection (effective Jan. 1, 1996).

If a Sailor's actual housing costs go down, the housing allowance is reduced to the current VHA rate for that area. The Sailor will then be protected at the new rate.

VHA rates are based on either the Sailor's permanent duty station or, if authorized, the location of the Sailor's family members. ⚓

Making the grade

Helpful hints for getting advanced

Story by Don Ward

The Navy Advancement Center, Naval Education and Training Program Management Support Activity (NETPMSA) will begin issuing the Bibliography for Advancement-in-Rate Examination Study (BIB) for all ratings twice a year, beginning September 1996 to help Sailors study for exams.

Here is the new BIB schedule:

BIBs will be issued immediately after September 1996 exams for January, February and March 1997 active-duty and Naval Reserve exams.

BIBs will be issued immediately after March 1997 exams for August and September 1997 active-duty and Naval Reserve exams.

This is an important change in the Navy's BIB policy, because it will have a direct impact on every Sailor's study plan for advancement exams. Here's why:

BIBs are more up-to-date. Increasing BIB issues to twice a year helps exam writers replace outdated references more quickly.

BIBs are now aligned with specific exams and will identify the

exams they support. There will be no doubt about which references to study.

BIB listings have been streamlined. Because BIBs are aligned with exams, only those references the exam writer feels are necessary will be listed for study.

BIBs have a clear purpose — exam support. BIBs have historically been developed to cover occupational standards for both the rating and examinations. The new focus on examinations is intended to clarify the purpose of the BIB. Coverage for occupational standards will still be provided in training manuals (TRAMANS) and through on-the-job experiences, which require the use of BIB references in the course of regular in-rating work and watch standing.

Mini-BIBs will no longer be issued for cryptologists. The new BIB structure and the twice-a-year issue plan replaces Mini-BIBs.

NETPMSA exam writers advise Sailors that advancement exams are not just "book" tests. Exam questions are written to reflect typical situations for the rate for which





Sailors are competing. Learn all you can on watch, at work, in school and by studying.

BIBs will be issued in two forms:

1. Electronic downloading. BIBs will continue to be available in electronic format from the following sources:

• NETPMSA Bulletin Board — DSN 922-1394 or (904) 452-1394.

• BUPERS Access Bulletin Board — DSN 224-8070 or 1-800-346-0217/0218/0227 or (703) 614-6059/8070/8076.

• SALTS (Streamlined Automated Logistics Transmission System) — For information on how to access SALTS, see your Supply Department or call DSN 442-1112 or (215) 697-1112.

2. On paper. Starting in September, NETPMSA will mail each command one complete master set of BIBs containing a BIB for each Navy rating.

Thereafter, BIBs will be mailed each September and March to support the following January, February, March, August and September exams. Commands should use the master set of BIBs to make copies for local command distribution.

For more information about BIBs, contact the Navy Advancement Center at NETPMSA at: DSN 922-1383 or (904) 452-1383; Fax DSN 922-1819 or (904) 452-1819; or Email netpmsa.n3104@netpmsa.cnet.navy.mil

Three of the most important aspects of your professional development are sustained superior performance, learning from your rating experience and studying for advancement.

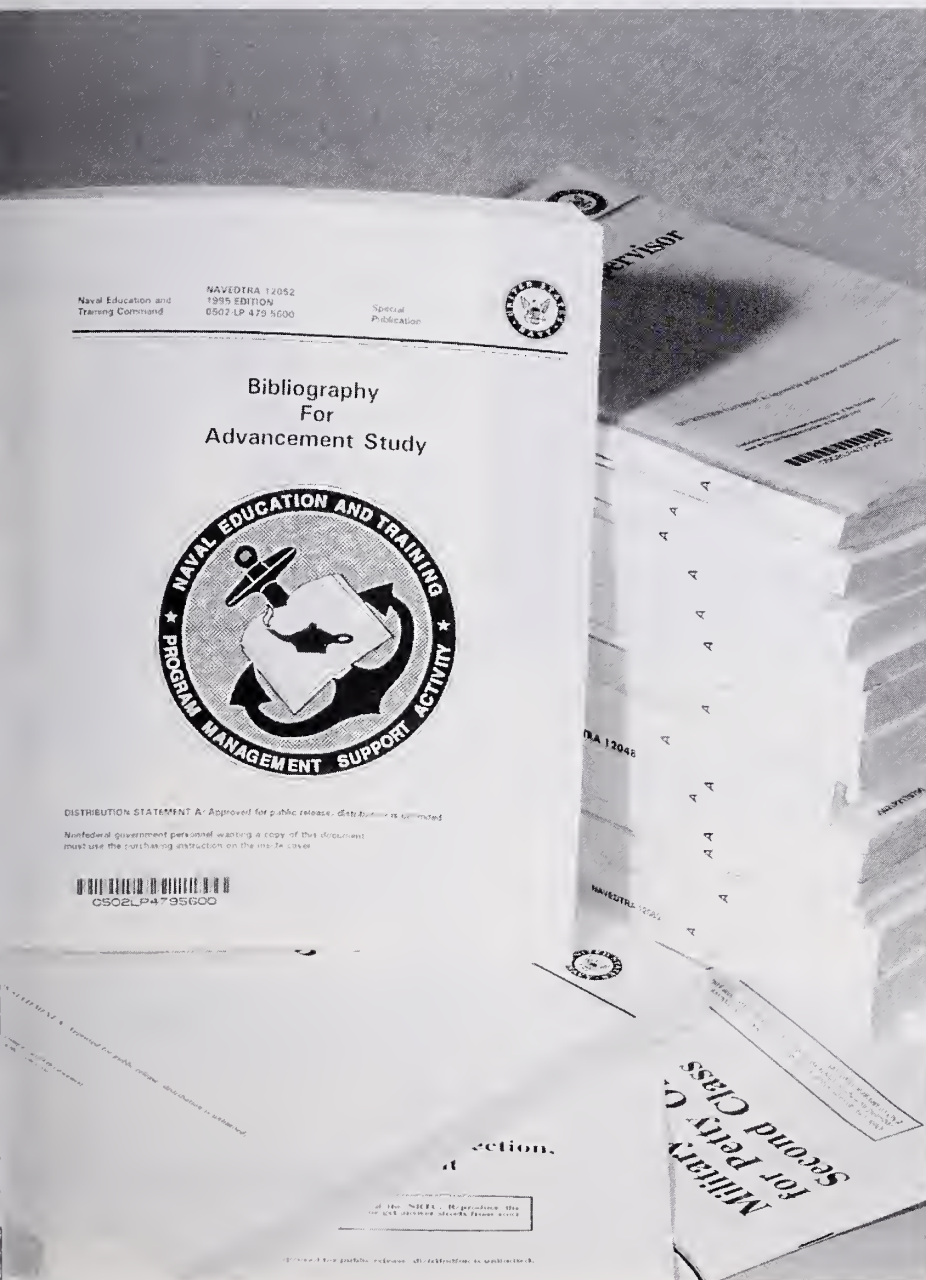


Photo by PHA/Damon Moritz

Sustained superior performance

You can stand out among your peers by always performing at your full potential. The higher your advancement goal, the stiffer the competition. To be successful, your evaluations must show that you are among the best in the Navy, not just at your command.

Learn from your experience

Every day you will have many opportunities to learn more about your rating and improve your

preparation for advancement.

For example, rating experiences such as diagnosing and repairing equipment problems, ordering supplies, preparing reports, logging information, making adjustments, attending training, presenting training topics, reading messages, studying "lessons learned" documentation, reviewing safety bulletins, learning from the chief, etc., are all valuable learning experiences.

When a publication comes through your division or work center for your review or information, don't just initial it saying you've seen it; instead, read it to see what's new and how the information applies to your rating.

Pay attention to all your experiences and information about your rating.

If you think advancement is just meeting eligibility requirements and studying, you're wrong! ‡

Ward is assigned to Naval Education and Training Program Management Support Activity, Pensacola, Fla.

Exam Dates

E-4 — Sept. 5, 1996

E-5 — Sept. 10, 1996

E-6 — Sept. 12, 1996

E-7 — January 1997

NPPSOOPNCLA 10461/94 (7-92)

DEPARTMENT OF THE NAVY

NAVAL EDUCATION AND TRAINING PROGRAM
MANAGEMENT SUPPORT ACTIVITY
PENSACOLA, FLORIDA 32509-5555

FROM: COMMANDING OFFICER

SERIES/DATE ACTIVITY CODE

TO:

SUBJ: EXAMINATION PROFILE INFORMATION

THE INFORMATION PROVIDED BELOW IS A PROFILE OF YOUR RELATIVE STANDING WITH ALL OTHERS IN YOUR RATE IN EACH SUBJECT-MATTER SECTION. THE INFORMATION IS TO BE USED WITH THE SUBJECT-MATTER IDENTIFICATION SHEET FOR THE EXAMINATION SERIES INDICATED. STANDINGS ARE BASED ON OVER 90% RETURNS. NO SIGNIFICANT CHANGE WITH ALL RETURNS IN.

| EXAMINATION STATUS | YOUR FINAL MULTIPLE | MINIMUM MULTIPLE REQUIRED | SECTION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | PAGE |
|--------------------|---------------------|---------------------------|----------|---|---|---|---|---|---|---|-----|-----|----|----|----|------|
| PASS/SS 61 | 206.13 | 206.13 | STANDING | A | E | S | A | H | E | E | L.A | H.A | - | - | - | 001 |

COPY TO SERVICE RECORD

CODE INTERPRETATION

S (Superior)=upper 10 %
E (Excellent)=upper 20 %
H (High)=upper 30 %

HA (High Average)=upper 40 %
A (Average)=middle
LA (Low Average)=lower 40 %

L (Low)=lower 30 %
P (Poor)=lower 20 %
VP (Very Poor)=lower 10 %

YOU MAY CONTACT YOUR ESO FOR DATA USED FOR YOUR MULTIPLE COMPUTATION

LASER PRINT EXPRO FORM REV 17-93

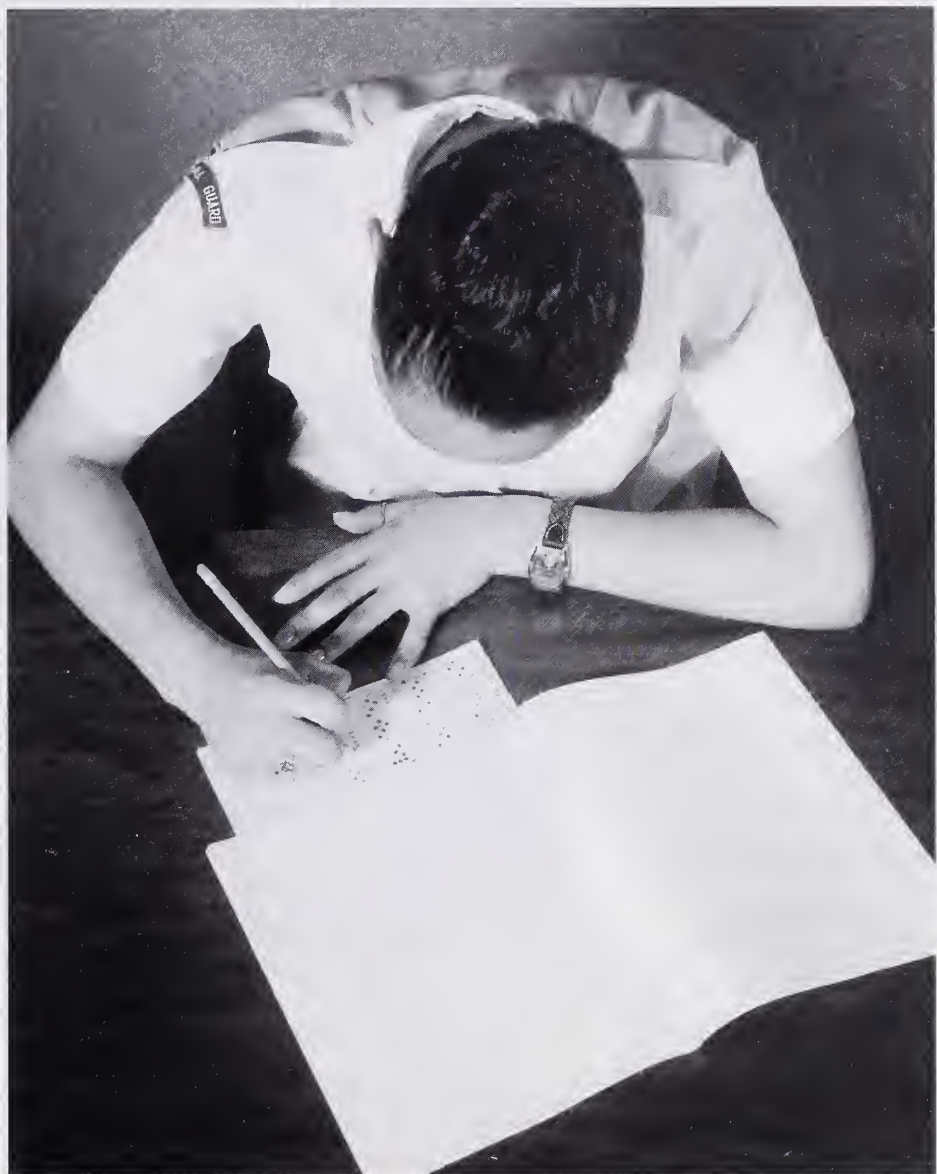


Photo by PH3 Sam Datta

Study Tips

- ✎ Obtain your rating's current BIB.
- ✎ Study additional references within the BIB.
- ✎ Study the rates below the one you seek.
- ✎ Don't cram!
- ✎ Start leisurely studying at least one to two months before the exam.
- ✎ Get a good night's sleep before exam day.
- ✎ Don't test on an empty stomach. Eat a well-balanced breakfast.

By K. Anderson

Adopt a school is really a partnership

Story by JO3 Jeremy Allen

In today's society where crime, drug abuse and divorce are on the rise, there is a tremendous need for children to have role models. Sailors are filling that need by becoming mentors and role models to children in all parts of the globe.

Sailors do this with their commands and local schools through the Personal Excellence Partnership (PEP) program.

"The program began in 1986, when then-Chief of Naval Operations, ADM Watkins, started looking at ways the Navy could help America's kids after reading a report called, 'A Nation at Risk,'" said Katheryn L. Cranford, Navy community service program coordinator for Naval District Washington. "He wanted the Navy family to help with tutoring, role-modeling and mentoring the troubled kids of this generation." After much research, the program developed into a school-business relationship called the Personal Excellence Partnership program.

A command can start a partnership with the help of the Navy's Personal Excellence Partnership Handbook. "The whole idea in putting together a book is to provide commands with ideas and guidelines for their own personal partnership," said Cranford. "Commands can't take care of every need of each school, but when you talk about partnership you talk about having mutual goals and working to achieve those goals."



CTM2 Tamatha P. Dowdy, an Ashboro, N.C., native, helps Simon Beckham of Washington, D.C., with his reading skills.

No command is too small to participate. "If you're [assigned to] a recruiting station with three people or an aircraft carrier with 5,000 people, you can have a partnership," said Cranford.

"The key to the program is the one-on-one instruction," said Cryptological Technician (Communications) 1st Class Thomas A. Navarro, assigned to the Office of Naval Intelligence (ONI). He volunteers in the partnership that ONI has with Draper Elementary school in Washington, D.C. Navarro, a Phoenix native, said sharing his time gives him personal satisfaction in return.

Being a Navy volunteer means making a commitment. "The golden rule for volunteering is, 'if you don't have time, don't sign,'" said Cranford.

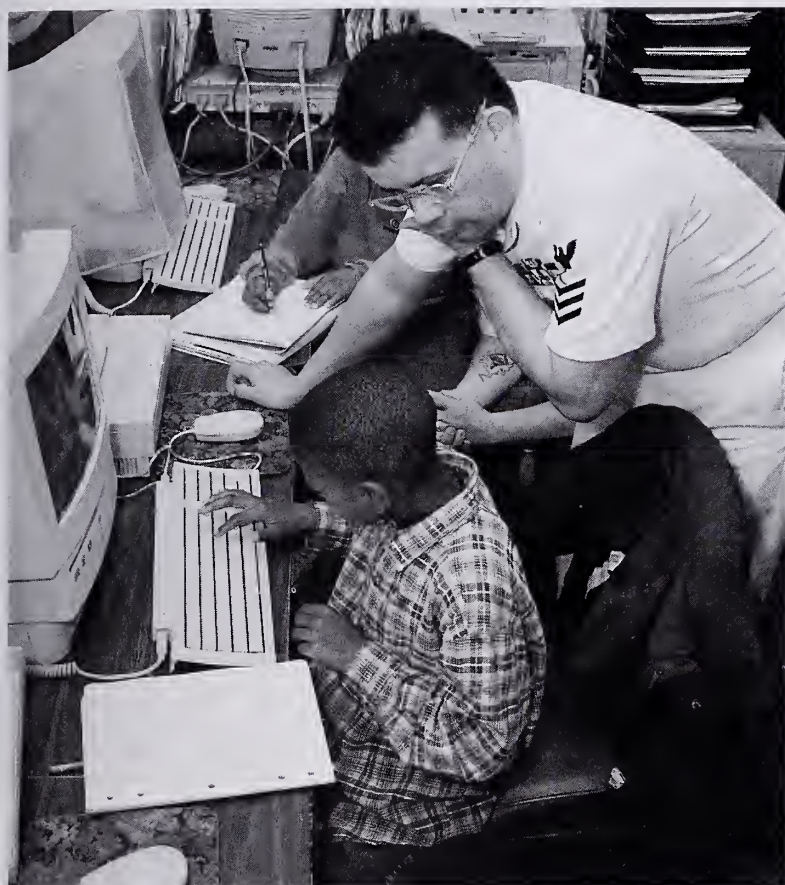


Photo by J03 Jeremy Allen

If you do volunteer it's important to [stick] with it. "When I volunteer, it's a commitment. I do it because I want to, not because I have to or someone is forcing me," said Cryptological Technician (Administrative) 1st Class Rebecca M. Flowers, who also volunteers at Draper Elementary school.

There are no real hard and fast rules for partnerships, Cranford said, but guidelines and basic information that new partnerships can use are found in NAVPERS 16504A. If you have any problems or questions, Cranford advises giving your command community service coordinator a call.

Even if you hesitate to volunteer or feel like you don't have anything to offer these kids, "Go ahead and do it," Navarro said. "The one-to-one relationship you have with the student will bring you so much joy and personal satisfaction by knowing you have helped somebody, it will all be worth it." †

Allen is a photojournalist and Dallal is a photographer who are assigned to All Hands.

CTO1 Thomas Navarro checks a story written by Ernest Robenson on the computer for an English class at Draper Elementary school.

1995 winners of the Personal Excellence Partnership:

Shore 1st place – *Trident* Training Facility, Kings Bay, Ga.

Sea 1st place – USS *Boone* (FFG 25), Mayport, Fla.

Honorable mention – Strike Fighter Squadron (VFA) 125, Lemoore, Calif.

Community Service

Shore 1st place tie – Submarine Group 9, Silverdale, Wash.,
Naval Submarine School, Groton, Conn.

Honorable mention – Naval Air Station Oceana, Virginia Beach, Va.

Sea 1st place – USS *Hue City* (CG 66), Mayport, Fla.

Honorable mention – USS *Bainbridge* (CGN 25), Norfolk.

Overseas 1st place – U.S. Naval Computer and Telecommunications
Area Master Station Western Pacific, Guam.

QC checks out the *Hornet*

Sailors help make newest Hornets super

Story and photos by JO1(AW) Michael R. Hart

It's faster than a speeding bullet, more powerful than a dozen locomotives, able to fly over tall buildings in a single bound. Look, up in the sky! It's a bird ... No it's the Navy's newest, most lethal aircraft — the F/A-18E/F *Super Hornet*.

Making a top-flight Navy fighter jet such as the *Super Hornet* is a project of gargantuan proportions. Engineers, mechanics and many other specialists painstakingly and meticulously build the aircraft. Then it's tested and retested.

The *Super Hornet*, an upgrade of the F/A-18C/D, is now in the testing stages at Naval Air Station Patuxent River, Md. As engineers go over the aircraft with a fine tooth comb — checking screws, nuts, bolts and different systems — there is a small team of Sailors working with them.

"The Sailors here are looking for deficiencies in the airplane and efficient ways to maintain the aircraft once it reaches the fleet," said Johnny Standridge, F/A-18E/F supportability team co-leader.

According to Standridge, a retired master chief aviation maintenanceman, his Sailors have been a valuable asset to the program. "We could get the job done without them, but the quality of the product wouldn't be the same without Navy involvement," he said. "These guys go over the aircraft from the time the engineering is started, to building it and when it starts flying."



▲ AMSC(AW) Michael J. Allen examines the *Super Hornet*'s lex vent and spoiler with Forest Gilbert, a McDonnell Douglas senior flight test engineer.

One Sailor working on the *Super Hornet* project is Aviation Electrician's Mate 1st Class (AW) Mark A. Angell. "My role here is like being the fleet's eyes," said Angell. The Maryville, Tenn., native said he's constantly asking questions, such as: "Should we use screws or nuts? How easy is it to remove and replace



Photo by PHT Dolores L. Anglin

◀ The F/A-18E/F *Super Hornet* is unveiled in St. Louis.

▼ AE1(AW) Mark A. Angell makes sure the right tools are used to repair the F/A-18E/F *Super Hornet* as Dale Hensley, a McDonnell Douglas flight line mechanic, works on the aircraft.



aircraft parts? Do we have the right tools? How long do parts take to repair? How can we make it easier?

"The discrepancies I catch now are going to help the mechanics in the fleet," Angell said. "They're the ones who will be turning the screws and removing the boxes. If I make a recommendation for something that could be done easier, it's going to help them out."

It's a tedious task, checking every nut, bolt, screw, tool and publication required to maintain an aircraft as high-tech as the *Super Hornet*. But it was an opportunity that Chief Aviation Structural Mechanic (Structures) (AW) Michael J. Allen couldn't resist. "When it was offered, I decided to jump at the chance," said Allen, a Kansas City, Mo., native. "It's an opportunity to have some effect on what might actually be seen [in the fleet] 10 or 15 years down the line."

Thoughts of the *Super Hornet* being operational in the fleet and the role he's playing in getting it there are what give Allen his greatest satisfaction. "That's been on my mind since I came to the program, knowing that I will have an effect on how this airplane shoots off a carrier because of how I write a publication or [if I fix] something wrong in a pub that makes the pilot fly

the aircraft even safer," said Allen.

Making the aircraft as safe as possible makes all the time spent meticulously going over pubs and specifications, worth it. Angell said. Allen agreed. "It's all about giving the fleet Sailors the best product possible." †

Hart is a photojournalist assigned to All Hands.

F/A-18E/F *Super Hornet* Specifications

| | |
|-------------|--|
| Type: | Twin-turbofan tactical aircraft |
| Propulsion: | Two GE F414 turbofan engines |
| Radar: | Hughes APC-73 multimode radar |
| Wingspan: | 41ft., 4 inches |
| Length: | 60ft., 4 inches |
| Height: | 16 ft. |
| Speed: | Mach 1.8+ |
| Range: | 759+ miles |
| Payload: | 17,750 pounds max |
| Armament: | 20mm M-61A1 <i>Vulcan</i> cannon <i>Sparrow III</i> missile (fighter) <i>Sindewinder</i> missile (fighter) Guided/conventional air-to-ground ordnance (attack) <i>Harpoon</i> & <i>HARM</i> missiles |

Rocks of ages

Story and photos
by JO1 Ray Mooney

In a narrow desert canyon, eerily quiet and ominously remote, an unknown and long-dead people still whisper. Through ancient images chipped into native rock, their faint voices speak of a culture and a people separated from us by thousands of years.

"The most popular theories by archaeologists [as to how the images, or petroglyphs, came to exist] are that the Indians who made them camped here on their way south for the winter and on their way north for the summer," said Steve Boster, a public affairs officer at Naval Air Weapons Station (NAWS) China Lake, Calif. The base and its ancient art work are located in the Coso Mountain range, a high desert area in central California.

"While we think the [art was] made by the Great Basin Shoshone population between 2,000 and 12,000 years ago, even the current Native Americans don't



▲ This canyon, nicknamed Little Petroglyph Canyon, and one other, known as Big Petroglyph Canyon, form the largest collection of petroglyphs in the United States.

seem to have any historic knowledge of who [the artists] were," Boster said. The artists are known simply as the ancients.

According to Boster, these petroglyphs have been dated by the tools depicted in them. Other means of dating are too expensive and would damage the petroglyphs.

As for their meaning, these pictures convey a message so old, so far removed from its source, we can

only speculate. "One theory is that they represent the hunting of animals, telling a story about hunting for game," explained Boster. "Another theory is that they represent the prayers of the shaman for rain."

The petroglyphs at China Lake, created by chipping away the natural desert varnish that accumulates on the native rock, make an impressive collection, Boster said. "There are petroglyphs all over the west. You'll find similar designs in New Mexico, Arizona, Nevada and other parts of California, but I don't know of any place else you can find this many."

Bighorn sheep are the most popular design, although deer, mountain lions, coyotes, foxes, lizards, snakes and tortoises are also depicted. Hunters with bows and arrows or throwing sticks are also common, as are abstract designs and patterns whose meanings remain a mystery.

About 3,000 visitors a year come through the petroglyph canyons, according to Boster. Access is limited to weekends and holidays, and must be ar-

ranged through the base public affairs office or the Maturango Museum in nearby Ridgecrest. And while it's a rough hike through hot, rocky desert, it has its rewards.

"It was kind of strenuous. However, it was interesting to see that pictures and native canvases could be

used to let us know that someone else was here before we were," said Aviation Storekeeper 1st Class Zebeth Taylor, an NAWS China Lake Sailor from Paterson, N.J. "And it was quite interesting to see that it wasn't all

marked up and destroyed."

The Navy has been here since 1943, and the site was listed in the National Register of Historic Places in 1964, so it's been protected from curious collectors and vandals. "There are some graffiti, but not much, mostly because [there's been] limited access for 50 years," Boster explained.

A complete record of the ancient art work at China Lake has never been made, but modern technology is making it possible now. "Because this is a national

registered historic landmark, we have an obligation to document what's here," Boster said. With cooperation from Fresno State University, geological survey markers, used with a global positioning system, have been hauled out to the sites. "We have the markers in place now and we're in the process of documenting and making a complete photo record."

Before Alexander the Great, Genghis Khan and Socrates left their marks on the world, these ancients left theirs. And the Navy protects those marks. If you're ever in the mood to hike through a few millenia, go see them for yourself. †

Mooney is a San Diego-based photojournalist assigned to All Hands.

◀ It's not unusual to find multiple petroglyphs on a single formation.

"Another theory is that they represent the prayers of the shaman for rain."



JDISS: When you need it now!

Story by JO2 Chris Alves, photo by PHAA Damon Moritz

Editor's Note: This story's interviews with personnel from USS George Washington and Predator were conducted using the Chatter Program in the Joint Deployable Intelligence Support System (JDISS) at the Office of Naval Intelligence (ONI), Washington, D.C. Questions were typed out on the system and the interviewees responded by typing out their answers, though both were in overseas locations.

The intelligence specialist sits nervously behind the computer aboard the aircraft carrier, sweat beading down his forehead as his commanding officer stands over his shoulder.

"I want to know what it is we're going up against, what types of weapons they have and I want communications with the Army, Air Force and Marines and I want it YESTERDAY!" the commanding officer exclaims.

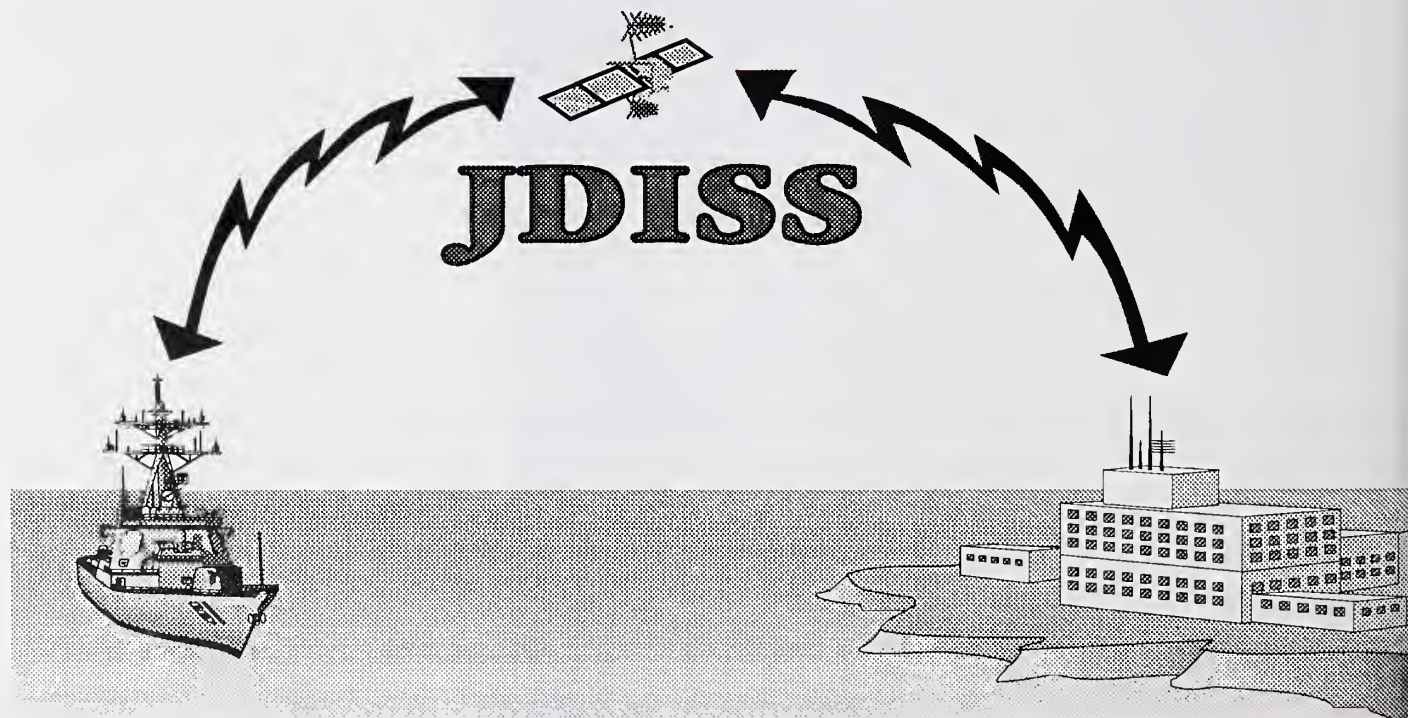
"Yes, sir," replies the young petty officer, and within 30 minutes, after a few points and clicks of the mouse, he has an image of the geographic location of the enemy, what uniforms they're wearing, what weapons they're using and communications have been established with all other armed forces in that area.

"Without the JDISS, what would we do?" asked the

JDISS CAPABILITIES

JDISS provides automated support to –

- Transmit and receive specific requests for intelligence.
- Access theater, service and national intelligence data-bases, automated message processing systems, indications and warning systems, and collection management systems.
- Support digitized imagery exchange and manipulation.
- Perform office automated functions.
- Provide a map graphics capability (pending in FY95).
- Provide a desktop video/voice capability (pending in FY95).



commanding officer.

JDISS uses a set of off-the-shelf, computer software to give commands access to images, intelligence information and communications to anyone else with a JDISS terminal throughout the world.

The system allows commands like USS *George Washington* (CVN 73) to pull images from *Predator 1*, an imagery platform, even though the two may be in different parts of the world.

"JDISS has the quickest method of transferring images to date," said Intelligence Specialist 2nd Class James Melvin of USS *George Washington*. "When *Predator 1* saves the image on the computer, I can pull it across and show it to my chain of command in a matter of minutes," the Dunnedin, Fla., native explained.

Predator 1 uses the JDISS terminal to grab or freeze a single frame of motion video and send the image to multiple locations according to Army Staff Sgt. Stewart Eckols of Kennedy, Texas. "The whole process takes about 30 minutes from the time we freeze the image until the commander can see it," he explained.

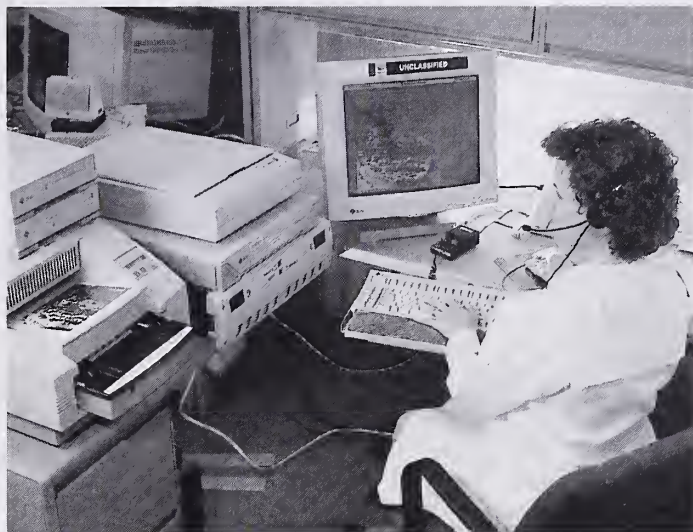
JDISS makes his job more efficient. *Predator 1* used JDISS on operations in Bosnia last year with great success before and during Operation *Deliberate Force*.

The JDISS Program Management Office (PMO) located at ONI has been involved in supporting community efforts in every crisis and contingency since the conclusion of Operation *Desert Storm*.

It has a 24-hour hotline support staff of military and civilian engineer personnel who are ready to assist with any problem any JDISS user might have.

The PMO has deployed personnel worldwide more than 80 times in the past two years, providing assistance to thousands of operational callers. The PMO staff members install systems and train users throughout the fleet. One of the installers, who is also the first female stationed at the PMO, has many words of praise for JDISS.

"It's extremely easy to use. I was only here for five days when I went to the Defense Intelligence Systems Support Office to brief everyone from the CNO to the JTO," Cryptological Technician Communications 1st



CTO1 Erika Gifford, UNIX Programmer and installer at the PMO in ONI, Washington, D.C., receives and produces an image of a Russian navy ship using the imagery program of the JDISS system.

Class Erika Gifford, a Mauriceville, Texas, native explained. She briefed all the capabilities and it's ease of use with the point and click icons.

"Just sit down, point and click and you can access any one of the systems from imagery to communications to intelligence information," she explained.

CTO2 Janiese Slater, the JDISS operator for USS *Abraham Lincoln* (CVN 72) currently on temporary duty to the PMO agreed saying, "It took approximately two days for me to learn the JDISS sys-

tem. It was very easy because it's one big window, just point and click," she said.

When Slater, a native of Buffalo, N.Y., was working with JDISS on USS *Abraham Lincoln*, Gifford was able to get into her JDISS terminal from the PMO and fix it when she had problems. "It's amazing being able to come here and do that, and that's just because of the programs we have at ONI," Gifford explained.

"JDISS is like a Swiss-Army knife ... you've got everything in one neat little package," Gifford said. "You've got E-mail, word processing, map graphics, briefing tools and utilities all in one system." Slater agreed adding, "It's fast, reliable and efficient. When you need it there now you can get it from JDISS."

"JDISS is kind of like a Swiss-Army knife ... you've got everything in one neat little package."
– CTO1 Erika Gifford

But perhaps the most significant contribution JDISS can make is saving lives. A Sailor sustained a severe foot injury in a mishap on USS *Constellation's* (CV 64) flight deck while the ship was underway.

After stabilizing the Sailor and cleaning the injury, doctors aboard *Constellation* decided an opinion from an orthopedic surgeon was needed.

LCDR Bob Chastenet, the ship's surgeon reviewed the case by phone with specialists at the Naval Medical Center in San Diego. The orthopedists in San Diego recommended a treatment plan until the patient could be seen by an orthopedist. They also asked to see X-rays since the complicated injury was difficult to describe over the phone.

With the ship about 9,000 miles from San Diego, delivering the X-rays by mail or aircraft was out of the question. CDR John Tueller, the ship's senior medical officer, consulted with his staff and briefed RADM Michael Bordy, Commander Cruiser Destroyer Group (COMDESGRU) 1 of the situation.

Bordy suggested using JDISS, and the intelligence officers at COMCRUDESGRU 1 and *Constellation* began the process.

The team's original idea was to convert the X-rays into electronic images by a scanner and transmit the images to San Diego. But IS2 Jim Young, IS3 Chris Young and IS3 Rodney Cajudo, found the scanner wouldn't give the quality of reproduction the doctors on the other end needed.

Cajudo suggested they turn the images over to "Connie's" digital photo lab. The images were stored in a computer chip in the camera according to Photographer's Mate 2nd Class (AW/SW) Michael Strand.

Then it was downloaded into a computer onto a disc and back up to the JDISS team.

The JDISS team uploaded the files into JDISS and sent the images to the Fleet Intelligence Training Center Pacific (FTTPAC) in San Diego, the closest facility with a JDISS terminal.

Once the orthopedists received the X-rays, they confirmed earlier advice to *Connie's* doctors that the patient needed to be seen by orthopedic specialists as soon as possible.

Shortly after receiving the word an aircrew catapulted from *Connie's* flight deck in an S-3B *Viking* with the injured sailor and headed for a shore treatment facility in Bahrain.

"We knew JDISS had the capability, but it's not routine to transfer information other than intelligence information over the JDISS system," said LT Vince Tolbert, division officer for the ISs who operate the system.


"In light of what happened we gave them another avenue, another means to take the best course of action to help out this injured young man," he concluded.

Tueller agreed and said, "The JDISS system opens another avenue in communications for ship-based doctors and shore-based facilities."

JDISS is put to use daily almost everywhere in the intelligence community. Significant improvements are in the planning stages at this time, including video teleconferencing and others, from suggestions of users to the PMO. ‡

Alves is a photojournalist for All Hands. Moritz is a photographer assigned to All Hands.





Story and photos by
JO1 Ray Mooney

Surface Rescue
Swimmer School

Saving lives for a living

Man overboard! It's frightening and potentially deadly.

It's also a challenge faced head-on by students at the Surface Rescue Swimmer (SRS) School at Fleet Training Center, San Diego. During the four-week course, they find out if they have what it takes to get into the water and save someone in trouble.

"It's harder than I thought it was going to be," said Machinist's Mate 3rd Class

Robert Hockemeyer, a recent SRS graduate stationed aboard USS *Arkansas* (CGN 41). "I had been working out quite a bit leading up to the school, but I really wasn't prepared for all the pool conditioning. I hadn't worked with fins and a snorkel before, and I found that was a little tougher than I thought it would be. It's a tough course."

Safety is the main concern during the course, according to Aviation Structural Mechanic (Structures) 2nd Class William H. Young, an SRS instructor, because water can be a dangerous work environment. Another concern, almost as important as safety, is motivation and the desire to make it through. "We really stress [swimmers] to be hard-core," he said. "They need to love it. You can't make it through the course unless you love it."

Running, swimming, physical training (PT), water

Previous page: OS3 Jean-Paul Bertram squeezes out one more push-up during physical training.



entry, approaching a survivor, carrying a survivor, lifesaving techniques, aircrew equipment, parachute disentanglement and emergency first aid are part of the curriculum. The students are constantly inundated with challenges, both physical and mental.

"Hoo-Yah!" The throaty yell rings out again and again from the students. In the pool, the classroom, or at PT, it's clear they're motivated.

A morning workout, led by a tag team of instructors, leaves the students' muscles trembling. But the early session won't be complete until they finish a 2,000-meter swim in the 52-degree water of San Diego Bay. After the swim, 12 students, down from the 19 who started the class three weeks earlier, drag themselves, tired and sore, from the surf.

"Whether [it's] physical, emotional or professional, we want to take them beyond where they think they can go," said Chief Aviation Electrician's Mate (AW) Geoff Santner, the SRS course manager.



◀ Students take a moment to relax before their 2,000-meter swim through San Diego Bay.

▼ Splash! They've arrived at the swim site.



Photo by PH3 Ed Soto

▼ SN Dewey Wilkins from USS *Camden* (AOE 2), crunches his way through physical training.



"We know when the rescue is going to take place," Santner continued. "It's going to happen at the worst time of night, with the worst sea state, with this kid coming off a late watch or something. He's tired, but he's got to go in and perform, so he's got to go beyond where he's at right then."

Rescue swimmers must know how to handle what they face in the water. Correct procedures for approaching a survivor in the water, freeing the person from a parachute, attaching the individual to a rescue harness, and many other delicate and critical operations must become second nature.

"They make us practice over and over again until it becomes instinct," said Operations Specialist 3rd Class James Michael Harrison, a recent SRS graduate aboard USS *Wadsworth* (FFG 9). "We don't even have to think. It's just there."

"It had been several years since I went through the school [before] my first rescue," Santner said. "I remember distinctly the procedures were all still there in my head. Did I make mistakes? Yes, but I didn't make critical mistakes that would endanger the survivor or myself."

That's important, Santner said, because the first rescue is scary. "I was terrified when I went in the water, but not to the point I couldn't perform. It's



HM1 Carol Deweese provides first aid instruction and supervision to a rescue swimmer school student.

normal, but you get it under control because you know what you have to do."

Hockemeyer agrees. "I'm really confident," he said of his newly acquired ability. "It would be a tragic situation for me to have to go out in the water to get somebody. But that's what I'm looking for, the opportunity to get out there and prove that all the work I did paid off." ‡

Mooney is a San Diego-based photojournalist assigned to All Hands.

HAWAII

Duty in our 50th state



Previous page: A Polynesian dancer performs at a luau at the Armed Forces Hale Koa Hotel in downtown Waikiki.

➤ Mount Waialeale and Waimea Canyon rise up out of the Pacific to form the beautiful Na Pali coast.

➤ Downtown Honolulu with Diamond Head Crater in the background.

➤➤ Sailors can enjoy polo matches at the Hawaii Polo club.

Imagine living and working in an exotic paradise. Warm tropical breezes caress your skin and sunny skies tan your body while you're mesmerized by cool, inviting waters. Imagine a fun-filled tour on an island that offers activities for everyone, from the die-hard sports enthusiast to the camera-carrying tourist. A timely call to your detailer could send you Hawaii-bound and have you saying "aloha" to an enchanted duty station.

If the extent of your knowledge about Hawaii comes from watching "Hawaii Five-O" or "Magnum P.I." reruns, then you don't know what you're missing. Recreational opportunities offered by the "Aloha State" are limited only by your imagination.

"It's an all-around paradise," said Electronics Technician 1st Class Marshall Munoz who is assigned to the *Arleigh Burke*-class *Aegis* Destroyer USS *Russell* (DDG 59). "I'm not having much of a hard time because of the Cost of Living Allowance (COLA)," he explained.

Living on a tropical island offers the ocean, the beaches and all kinds of water sports. Many of the military installations on Oahu have beach areas offering far more than sand and surf. The most popular military beach facilities are at Naval Air Station Barbers Point and Waianae Army Recreation Center on the western coast, Bellows Air Force Station on the eastern shore and Marine Corps Base Hawaii, Kaneohe Bay on the island's windward side. These facilities offer fully furnished rentable cottages, and some provide water-related sports equipment for rent.

Morale, Welfare and Recreation (MWR) offices offer discount tickets and information for various events to make your tour on the island memorable and affordable for you and your family. You can take your family to a luau, learn how to hula, eat poi with your fingers or enjoy a musical performance by Don Ho, Hawaii's famous entertainer. Sports fans can indulge their mania with the Hula Bowl, Aloha Bowl and NFL Pro Bowl at Aloha Stadium.

Munoz noted that even if you don't purchase advance tickets from MWR, you can still save money going to the movies, attending concerts or visiting local attractions.

"MWR offsets the cost with a 50 percent rebate, so if you take in the ticket, you can enjoy things fairly cheaply. Overall, it's affordable, if you use it," Munoz said.

Don't forget your access to the outstanding military and public beaches which provide opportunities for swimming, surfing and sailing. Snorkelers and divers are especially fond of the clear water of Hanauma Bay, a remnant of a volcanic crater on Oahu's eastern shore.





Photo by PH1 Gregory G. Hilton



Photo courtesy of Hawaii Visitors Bureau



Photo by JO1(SW) Scott A. Thornblom



➤ The first resident to move into a new Moanaloa Terrace house was STG2 Galen Bodden, seen here assisting in the traditional "lei untying." Assisting Bodden is (from left to right) Congressman Neil Abercrombie (in hat), Sen. Daniel K. Inouye, Sen. Ted Stevens, Isabel Bodden, Bodden, Barry Zlatoper, Rep. Patsy Mink and ADM Ronald J. Zlatoper.

▲ Surfing is a year-round sport that can be enjoyed by everyone.

▼ The *Arizona* Memorial is one of the most visited sites in Hawaii.

A few miles away, at Waikiki Beach, you can learn how to surf or take an outrigger canoe into the breakers. If you want to see Hawaii from the sky, then visit Makapuu Point, an excellent location for hang gliding.

For those who prefer to stay indoors, Hawaii has plenty of theme parks and museums. The Polynesian Cultural Center, located in Laie, is a 42-acre village that preserves the heritage of the South Seas. Visitors can learn native dances, see Hawaiian crafts made and sample Hawaiian meals.

"It was fantastic," said Senior Chief Aviation Ordnanceman Ray Wilder after visiting the Polynesian Cultural Center. "We arrived before noon, stayed for the luau and didn't leave until the park closed that evening. It was probably the best thing I've seen in all my tours, on the mainland and overseas. There was so much to do, we were busy the whole time we were there. There were so many exhibits and shows to see," he added.

Sea Life Park in Waimanalo Beach is a 62-acre oceanarium featuring a 300,000-gallon Hawaiian reef tank with more than 2,000 specimens of marine life. The Hawaiian Ocean Theater showcases playful dolphins, penguins and sea lions.

Naturalists will love Waimea Falls Park in Waimea Bay. The park is an 1,800-acre historic nature park that has more than 5,000 island plants. Professional high divers make spectacular leaps from rocky cliffs into the park's 45-foot waterfall.

Trailblazers are often seen trekking through Diamond Head State Park. Two 175-step staircases and a 300-foot tunnel lead the adventurous to a panoramic view of Honolulu.

For a glimpse into Hawaii's history, visit the Bishop Museum, founded in 1889 and known for its cultural artifacts and natural history collections.

Sailors should take the opportunity to walk aboard USS *Arizona* Memorial Land Visitor Center. The memorial spans the sunken hull of USS *Arizona*, where 1,177 Sailors and Marines died Dec. 7, 1941. The Submarine Memorial Park, operated by the Pacific Fleet Submarine Memorial Association, is located nearby USS *Arizona* and honors Sailors who served in the "Silent Service."

If you crave excitement and daring, then Mauna Loa and Kilauea volcanoes await you on the Big Island of Hawaii. Inter-island airfare is inexpensive and the Kilauea Military Camp Armed Forces Recreation Center, located at the summit of Kilauea, makes island hopping affordable for Sailors and their families. Kilauea Military Camp is a joint service outdoor recreation facility for active-duty and retired military personnel. Rentable cabins are available. Other facilities include a general store, gas station, laundromat and cafeteria.

Do you have the urge to shop 'til you drop? The Aloha Stadium swap



Photo by PH1 Don Bray



meet on Oahu offers island trinkets, curios and souvenirs. Ala Moana Shopping Center, across from Ala Moana Park, is the largest shopping mall in Hawaii. Enveloped between picturesque gardens, pools, fountains and sculptures, 155 stores cater to a shopper's every desire. The International Marketplace provides fine gold jewelry for those with extra money to spend.

Our 50th state offers unique experiences. It is an exciting tourist destination ... an island rich with history and incredible beauty. Remember, you're returning home to paradise! Aloha!



Living in Hawaii's tropical paradise is an opportunity of a lifetime. With careful planning, Sailors and their families can enjoy the "Aloha State," despite its high cost of living. Sunning on Waikiki Beach, hiking up Diamond Head and other activities are affordable if you plan wisely, according to Frank Tomaszewski, money management specialist at the Family Services Center (FSC) in Pearl Harbor.

"Budgeting and financial planning are key and should begin as soon as the service member is penciled in for orders to Hawaii," Tomaszewski said. "[When] Sailors receive their orders, they should seek budgeting assistance from the Relocation Assistance personnel at their local Family Service Center. They can [find out] the cost of living in Hawaii, Cost of Living Allowance (COLA) rates, Variable Housing Allowance (VHA) and Bachelors Allowance for Quarters, rental prices, spouse employment and even part-time employment for the Sailor."

Spouse employment is an important issue. "FSC has the Spouse Employment Assistance Program (SEAP) that helps spouses find jobs. If the spouse worked for the government before, they would have spouse employment rights that would allow them to get a government job here," Tomaszewski explained.

"If the family member starts networking for a job through SEAP with the representative at their present command and also through Human Resources Offices in Hawaii, then that person could probably land a job before they come over. Also, Army-Air Force Exchange Service (AAFES), Navy Exchange Service (NEX), McDonald's and most of the concessionaires on base usually look to hire family members of military personnel first," he added.

According to Tomaszewski, learning about Hawaii before moving there is the key to successful living on the islands. "A lot of people come over here too much in debt, or accrue too much debt when they first get here. They get VHA advances or cash advances through their credit card to cover the costs of the move. They're already behind the power curve as far as budgeting, and it gets them in trouble. They should set aside money for first month's rent and deposit, if possible," he said.

Many Sailors enjoy island life while successfully managing their finances. Tomaszewski tells of an E-4 submariner and his wife who moved to the island three years ago.

"This couple budgeted their money and rented an apartment that they could afford. They bought an inexpensive car that would get them around and they saved money. They never had any problems ... when they wanted to take a vacation, they just pulled money out of savings," he said.

Single Sailors can also have financial difficulties. "Single Sailors tend to put bills aside to go out and have fun because they live on the ship or in the barracks and they need to get out," Tomaszewski explained. "What a lot of them don't realize is that there's a lot of affordable entertainment in Hawaii. Discounted movie and sporting events tickets purchased through Morale, Welfare and Recreation (MWR) are available. Additionally, most ships have a program where Sailors receive rebates through the ship's MWR on tickets purchased for selected activities out in town," he added.

A visit to one of the island's beautiful beaches is also inexpensive and a great way to slow down, relax and unwind. Surfers can head to the North Shore, renowned for its monstrous waves and Triple Crown of Surfing tournament. Mermaids and mermen can grab their fins, masks and snorkels in the crystal-clear waters of Hanauma Bay, a marine preserve with an assortment of rainbow-colored reef fish. The adventurous can attempt windsurfing at Diamond Head Beach and outrigger canoeing in Waikiki waters.

One cost-conscious Sailor has no difficulty having fun under the Hawaiian sun. "My family and I have been here for more than a year and we love it," said Operations Specialist 2nd Class (SW) Jay Magers. "We take advantage of military recreation areas such as Bellows or Barbers Point as often as we can. After all, it doesn't cost anything to go to the beach, and I love

► CTT2 Mike Curtis putts for a birdie on the 18th hole of the Navy-Marine Golf Course at Pearl Harbor.

►► A day off from duty means a chance for MS3 Henry Joseph, assigned to Submarine Base, Pearl Harbor Galley to wash his new car.

► Waimea Canyon, often called the Grand Canyon of the Pacific, plunges 3,568 feet into the Island of Kauai.

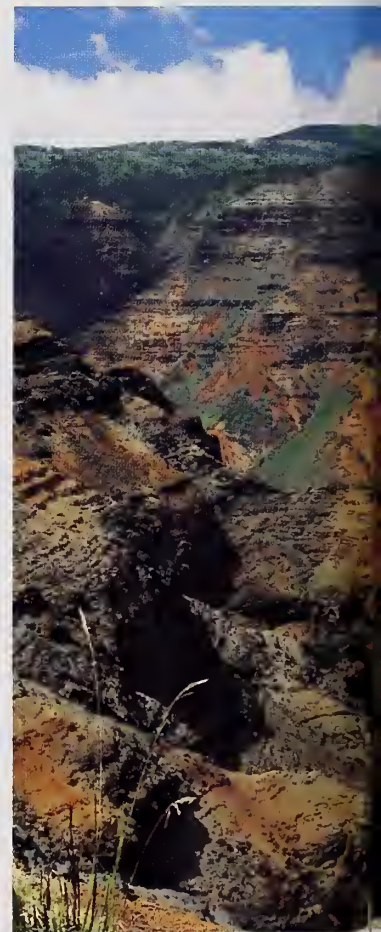


Photo by PH1 (AW) Don Bray



Photo by PH1 (AW) Don Bray



Photo by PH1 Greg Hilton

to surf." Magers is assigned to Afloat Training Group Mid-Pacific.

If you're not into the beach scene, a picturesque drive around the island could be your answer to recreation. Some locations worth visiting include the haunted Pali Lookout, where Kamehameha the Great and his warriors won a fierce battle, and the National Cemetery of the Pacific, (the Punchbowl), final resting place of many World War II, Korean War and Vietnam veterans. Don't forget to check out the magnificent native plants and flora in Waimea Valley.

Sailors who come indoors can save money using the commissaries. "The keys to keeping costs down when grocery shopping are the same at any command," said Tomaszewski. "Go into the store with a list and use coupons if you can. Buy things you need, not things you'd like to have."

"I definitely take advantage of the commissary," said Interior Communications Specialist 1st Class (AW) Dustan Martin. "I've been stationed in California, too, and the prices of groceries are pretty comparable. I also save by shopping at Sam's Club and Costco, buying in bulk, as I have a rather large family to feed." Martin is assigned to Navy Broadcasting Detachment Pacific Fleet.



▲ Hanauma Bay, on the island of Oahu, attracts visitors from all over the world.

► Tranquility is ever-present in paradise.

►► Hula dancers perform at a luau at the Hale Koa Hotel in downtown Waikiki.

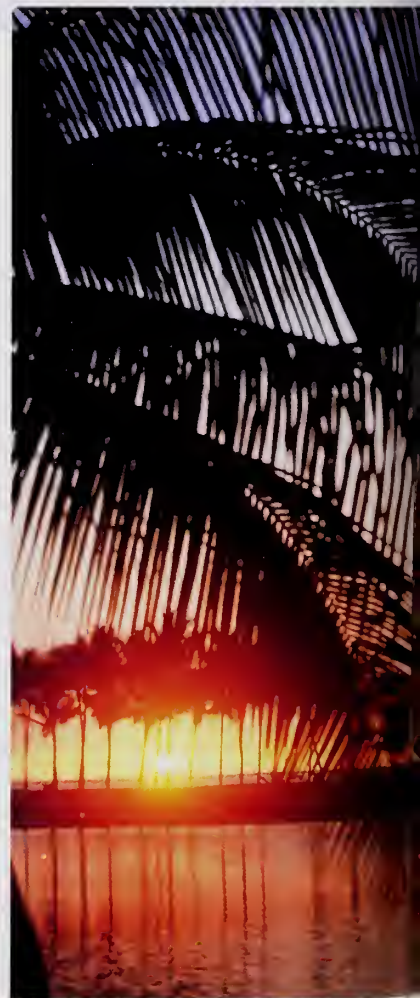
Proper budgeting and planning are two things that Tomaszewski can't stress strongly enough. "Family Services Center offers various classes ranging from 'Basic Budgeting Skills' to 'Tips for Lean Living,' and they're all free."

Quartermaster 2nd Class Alicia Lacroix assigned to the operations department Naval Base Pearl Harbor, is a single mother who takes full advantage of the military child care system. "As soon as I learned I was expecting a baby, I immediately put my name on the base child care waiting list. The fee for child care is based on paygrade, so that helps me out a lot. As for entertainment, we go to the beach or the base pool often, and we spend a lot of time at the Hickam Air Force Base playground."

According to Tomaszewski, if you move to Hawaii with a positive attitude and a balanced budget, you'll thrive in the beauty and adventure your Hawaiian duty station offers.

Sailors transferring to Hawaii stand a good chance of being the first tenants in a new home or moving into one that has just been renovated. During the recent dedication of 100 new homes at Moanalua Terrace in Pearl Harbor, Sen. Daniel Inouye praised Secretary of the Navy John Dalton's wife Margaret. "We owe our thanks to Margaret Dalton. Were it not for her passion and concern for our Sailors and their families, this ceremony might not have taken place for several more years."

According to Secretary Dalton, "Margaret toured



some of the housing here on Oahu [in 1994]. She was literally brought to tears describing it to me and she said, 'We cannot let our people live in that type of housing.'

"I agreed and we went back to Washington and made a commitment to do whatever we could to enhance this vital quality-of-life issue," Dalton said.

Thanks to Dalton's efforts, within 13 years, "every Navy house on Oahu will either be new or entirely renovated. That's a pretty aggressive project considering the Navy has 29 housing areas and almost 8,000 homes on the island," said Master Chief Machinist's Mate Tom Dolan, Commander Naval Base Pearl Harbor's command master chief.

"When all is said and done, the average age of a house in Hawaii will drop from 35 to 15," said RADM Gordon S. Holder, the regional coordinator for Hawaii who manages Navy housing in Oahu.

Currently, the Navy is working on these major projects in Oahu:

- the replacement of 752 homes in Moanalua Terrace (including the 100 homes mentioned earlier);
- 158 new houses at Doris Miller Park;
- 164 new houses on Pearl City Peninsula; and
- revitalization projects at existing homes in Doris

Miller Park, Navy Computer and Telecommunications Area Master Station, Marine Barracks, Pearl City and Lualualei.

When a home is 'revitalized,' the housing structure remains intact and the interior is gutted. The walls and floors are replaced and each unit receives a new bathroom and kitchen. The older homes are completely replaced.

The new construction means a decrease in the time Sailors have to wait for housing. "The longest waiting period, 5 to 7 months, was for junior enlisted, two-bedroom homes," said Dolan. To trim the waiting list to a two-month maximum, the Navy concentrated on the area with the greatest need.

"Most of the new homes are two-bedroom units," Dolan said. "We want to change that figure for the better."

Navy leaders currently focus on Sailors' quality of life, especially in Hawaii. "The Navy recognizes that the people who are taking planes to the air and ships out to sea for us need to feel secure," Dolan said.

"Hawaii is excellent duty for families," said CDR Christopher Wenz, assistant Chief of Staff for Housing, COMNAVBASE Pearl Harbor. "I heard some negative things before I came here," said Wenz.

"If two people look at the same picture, they won't see the same thing. The same is true for coming to Hawaii. If you come here with an open mind, and you get out and explore all your possibilities, I think you'll find Hawaii is a great place to be stationed," Wenz said.



Photo by JO1(SW) Scott A. Thornbloom

Photo by JO1(SW) Scott A. Thornbloom

The mood seems hostile at the Hawaiian tribe dwelling (the House of the Warrior). Within the confines of the village, tribes men

covered in body paint dance to beating drums. Another native blows flames from his mouth. The smell of roasting pig wafts through the air from a barbecue pit.

But that's only Mondays and Thursdays when the Hale Koa has its luau. Otherwise, the hotel has a mood of warmth, a mood the resort's general manager describes as "aggressive Oklahoma hospitality."

More than just a hotel, the Hale Koa Armed Forces Recreation Center is nestled squarely on the lush 72-acre Fort DeRussy, and boasts 814 first-class rooms, three freshwater swimming pools, complete beach facilities, and a wide variety of restaurants, lounges and spectacular dinner shows. The hotel is one of the roomiest expanses on Waikiki, or on the island for that

➤ Hale Koa Hotel is a favorite resort for Sailors and their families.

➤➤ Colorful flower leis ready to grace the necks of visitors to Hawaii.

➤ This breathtaking view of Wailua falls, on the island of Kauai, was used as an opening shot in the TV series "Fantasy Island."

matter. "You would have to go to the Big Island to find a hotel with as much ground acreage as we have," said John Jefferis, Hale Koa's general manager.

Completely refurbished, the sprawling complex includes the original 418 rooms and the new Maile Tower which was completed last September, bringing on line 396 luxurious guest rooms. In addition to the tower, the multi-million dollar refurbishing project gave the hotel a new parking garage, fitness center, restaurant, pool, front desk, courtyard and expanded exchange, not to mention a new look.

For the retirees who usually make up 33 percent of the hotel's occupancy, the Hale Koa is utopia. But younger generations also enjoy the hotel. "A lot of younger couples come down for the weekend," said Jefferis. "Our fitness center [The Point] is one of the best on the island; it draws a lot of people. One of the programs we just started is the 'Great Hawaiian Adventure.' It's a tour run by our staff, which takes guests on a trip to Moana Falls, then snorkeling and boogie boarding on the Waimanalo side. It's popular with the younger crowd."

Jefferis indicated they were also trying to attract single Sailors to the hotel with a day pass. "A Sailor could make a day of it — come down here, hang up his duds, work out in the fitness center, have dinner, then go out on the town. The Hale Koa would be a central location where he or she could start and finish the day."

That day might include a swim in one of the hotel's pools, or rides on jet skis, which management recently added to the beach services. One can also take in some souvenir shopping at the exchange at prices much lower than the local souvenir and candy shops, look for food and fun at the lively hotspot Bibas, or hang out near "Gus," the hotel's 50-year-old Banyan tree.

For those looking for a more sophisticated sit-down dinner could head over to the award-winning Hale Koa Room, where Executive Chef Rolf Walter oversees things. Schooled in Germany, Walter serves up a worldly cuisine, with more than 13 main dishes served plus a full buffet. Linguini with Prosciutto ham, herb-seared red snapper, prime rib roast and sauteed jumbo shrimp are among the choices on the menu.

"Our foods are traditional, mainly Pacific-Rim cuisine with a little influence from the Mediterranean," said Walter. "It's very traditional, very good!"

If you're in search of a great meal, a dinner show, magic, the beach or just a good night's sleep, head on down to the 'House of the Warrior.' No restless natives here. Only a mood of Aloha. †

Stories by JO1(SW) Scott A. Thornbloom, JO2 Rita Bargeloh and JO2 Andrew Cramer who are assigned to the Pacific Fleet public affairs office, Pearl Harbor.



Photo by PH1 Greg Hilton



Courtesy of Hale Koa Hotel



Photo by Anthony Anjo, courtesy of Hawaii Visitors Bureau



The Hale Koa Hotel

WHAT IS IT? An affordable resort for military guests and their families, located on Waikiki Beach. Complete facilities include 814 first-class rooms, three fresh water swimming pools and complete beach facilities, plus a wide variety of restaurants, lounges and dinner shows.

WHERE IS IT? On the beach at Waikiki, near the Hilton Hawaiian Village.

WHO CAN STAY? All active-duty and retired military personnel and their immediate family members; cadets and midshipmen; ready and selected Reserve component personnel and their immediate family members; DOD civilian employees and their immediate family members; and others as specified by management.

FOR RESERVATIONS: Call (808) 955-0955. You can make reservations up to one year in advance.

CHISELED FOR THE CHALLENGE

Sailors compete in bodybuilding contest

Story and photos by JO2 Robert Benson

Contorting 210 pounds of lean muscle into a super-human pose that scores points from judges and mesmerizes onlookers can't be as much fun as they make it look. Bodies tremble under the stress. Veins and sweat shoot to the skin's surface. Inside, they cringe under the excruciating force, but it doesn't show on their faces.

Through it all they smile. Fake smiles. Smiles as big as any beauty king or queen on a parade float, teeth glowing against their tanned bodies. They make it seem as enjoyable as a Sunday afternoon walk in the park.

Pearl Harbor's Morale, Welfare and Recreation (MWR) staff cleared away film reels backstage at the base's theater and brought in the bulk – about 3,500 pounds of highly-trained Charles Atlas look-alikes with super-sculpted human muscle machines – the military bodybuilders. Twenty-six men and women competed in the 13th Annual Armed Forces Bodybuilding Championship.

During the ladies final pose down with the runners up, the judges called out poses and the ladies struck them – first the front double bicep, then the side chest. With each pose the applause grew louder. Next came the back double bicep pose, and finally, with a deafening roar peaking, the abdominal pose in which they showed their lean-cuts.

In the end, Damage Controlman 2nd Class Michell Tuggle finished second in the lightweight division. "The level of competition was very stiff this year," said Jack Lee, event coordinator.



◀ CTRC Casey Gatley took home a third place trophy in the light heavyweight division.

"Usually we have one or two standouts; this year anyone could have won it."

If there were an award for best rookie, officials said, it would have gone to Tuggle. She was the only first-time competitor among the seasoned bodybuilders. Tuggle took up the sport only eight months before the contest and decided to compete in the contest just five months later.

"It was a challenge for me," said Tuggle. "I started weight training and I liked the results. The biggest thing in competing for me was to get that far and stay injury free along the way. The discipline in weight training can be carried over in to so many different facets of life. That's the greatest benefit."

Another benefit of disciplined weight training – sheer muscle mass – was proudly displayed at the contest.

All of the contestants pumped it – especially the winners – who smiled as wide and bright.

Only this time, they meant it. Their smiles were real. ‡



Fleet Information Warfare Center

The Navy's clearinghouse of technology

Story and photos by JO1 Ron Schafer

The Information Age is moving along at the speed of light with many advances in communications, computer and intelligence technology. Information warfare and command and control warfare (IW/C²W) enables commanders to deceive, disrupt or destroy an enemy's information infrastructure and command and control process.

At the Fleet Information Warfare Center (FIWC) Norfolk, with its detachments in San Diego, Chesapeake, Va., and Honolulu, 402 people provide fleet commanders with IW/C²W operational support, training and planning and tactics development.

FIWC Sailors maintain, operate and deploy hardware, software and other programs developed by the Navy Information Warfare Activity and provide training for fleet operators. FIWC also assigns personnel to carrier battle groups and amphibious ready groups throughout their deployments. FIWC supports naval commands worldwide, providing realistic opposition force scenarios during fleet exercises.

FIWC also works with other service and joint



▲ EW2(SW) William H. Sprake of Gap, Pa., receives instructions from a simulated headquarters command. Operating out of a C-3 van at Fort Story, Va., he plays the role of the enemy Orange Force, transmitting false information during CJTFEX '96.

agencies to coordinate IW/C²W initiatives for joint operations.

Though the concept of command and control warfare may seem confusing, Dan Walters, FIWC technical director, helped simplify it saying that, as a part of information warfare, it deals with electronic warfare, psychological operations, operational deception and operations security.

"The Navy and the military have been doing each of these things for many, many years," he said. "What we've done is consolidated them under one name – command and control warfare." †

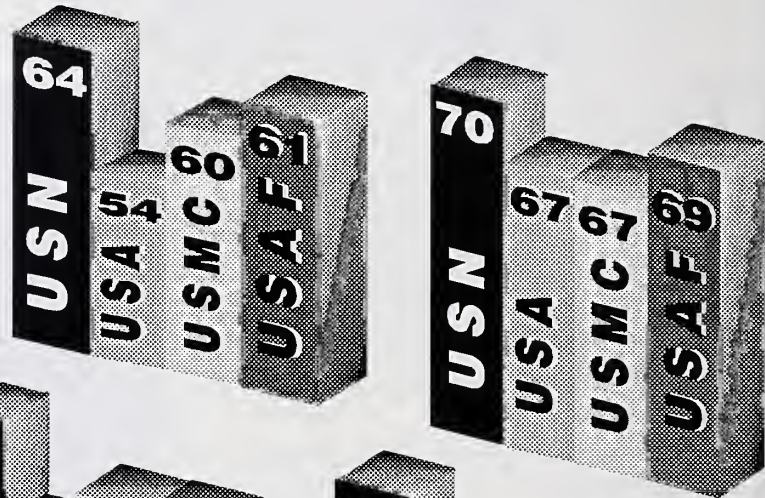
Schafer is a Norfolk-based staff writer for All Hands.

◀ While atop a C-3 van at Fort Story, Va., during CJTFEX '96, STG1(SW) Michael A. Wilt of Rockville, Md., fills an antenna coupler with nitrogen to alleviate condensation.

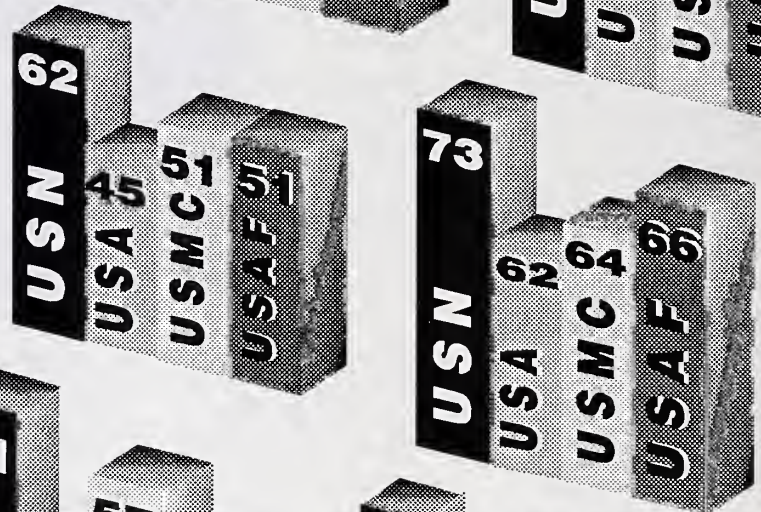


Hard work, training pay off:

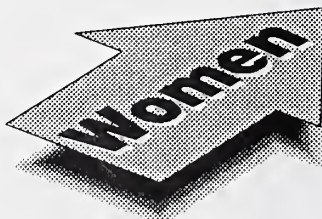
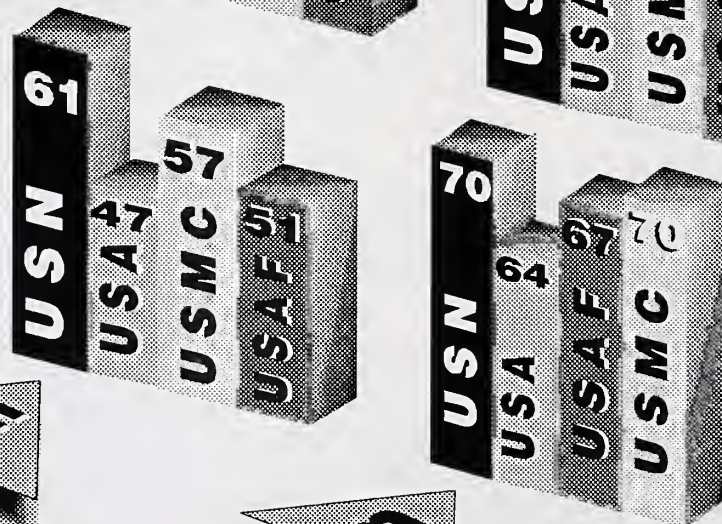
Does the senior leadership of your installation/ship make honest and reasonable efforts to stop sexual harassment...?



Does your immediate supervisor make honest and reasonable efforts to stop sexual harassment...?



Does the senior leadership of your Service make honest and reasonable efforts to stop sexual harassment...?



% responding YES

Navy's on the right course

Navy's progress

The Navy's results in the 1995 Department of Defense Sexual Harassment survey reflect significant progress toward achieving our policy of "zero tolerance" of sexual harassment and show the system is working.

Sexual harassment is declining in all the services according to the largest, most comprehensive sexual harassment survey ever conducted. The fleet's leadership, hard work and training have put the Navy at the front of DoD's positive progress on this serious issue.

High confidence in leadership

Sailors' responses showed a high level of confidence in the Navy's leadership. Seventy percent of the men and 64 percent of the women surveyed feel that the leadership at their ship or installation makes honest and reasonable efforts to stop sexual harassment. Seventy-three percent of the men and 62 percent of the women questioned believe that their immediate supervisors make honest and reasonable efforts to stop sexual harassment. Seventy percent of the men and 61 percent of the women said that the Navy's senior leadership makes honest and reasonable efforts to stop sexual harassment.

Sixty-two percent of the women surveyed in the Navy attribute the training they received as effective in reducing and preventing sexual harassment.

Department of Defense results

Overall, the survey results were encouraging. Between 1988 and 1995, the percentage of military women who reported receiving uninvited and unwanted sexual attention from someone at work during the last 12 months declined from 64 to 55 percent. The percentage of men dropped from 17 to 14 percent.

In addition, survey respondents with six to 10 years of experience were asked their opinion of how often sexual harassment occurs, compared to a few years ago. Sixty percent of the women and 76 percent of the men said it occurs less frequently. Only ten percent of the women and five percent of the men said sexual harassment occurs more frequently today.

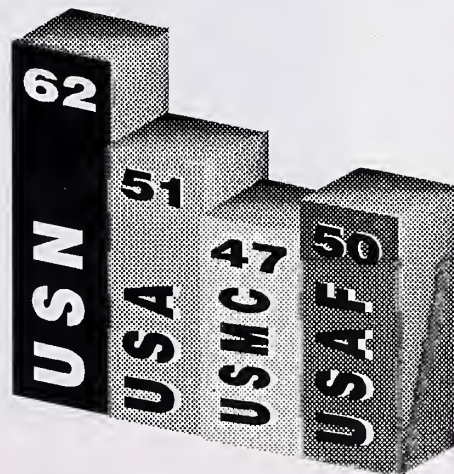
Active-duty military personnel are increasingly reporting

their experiences. According to the survey, approximately 24 percent of those who indicated experiencing an incident chose to report that incident – 40 percent of women and 17 percent of men. This is up from the 1988 survey when only eight percent of women and 10 percent of men who experienced sexual harassment chose to report the incidents.

The survey also indicated that 83 percent of the military women who reported unwanted sex-related attention believe that their chances of having a successful military career would be improved or not affected by making a report.

Development of the survey, which questioned more than 90,000 people, was the result of a March 1994 declaration by Secretary of Defense William Perry. "Equal opportunity is not just the right thing to do, it is a military and economic necessity," he said. Secretary Perry set out a five-part plan which included the establishment of a Defense Equal Opportunity Council (DEOC) Task Force on Discrimination and Sexual Harassment to review the military services' complaints system and recommend improvements. A department-wide sexual harassment survey because one had not been fielded since 1988.

"All employees of this department have a right to carry out their jobs without discrimination or harassment," Secretary Perry said.



% women responding YES: training was effective in reducing or preventing sexual harassment.

**Source: 1995 DoD Sexual Harassment Survey Preliminary Results*

Get out of hot water!!



The U.S. Consumer Product Safety Commission is urging everyone to lower their water heaters to 120 degrees Fahrenheit. The decrease in temperature will conserve energy, save money and prevent accidents.

Each year, scalding water accounts for approximately 3,800 injuries and 34 deaths in the home. The



are not given, hold a candy or meat thermometer under the faucet for most accurate reading. Do this first thing in the morning or at least two hours after using water. If the reading is too high, adjust the thermostat on the heater according to manufacturer's instructions and check again with thermometer.

Furnace heaters

If you don't have an electric, gas or oil-fired heater, you probably have an on-line hot water system. Contact your fuel supplier to have the temperature lowered.

If you live in an apartment, contact the building manager to discuss possible options for lower-

majority of these incidents involve the elderly and children under the age of five. Here are some ways to lower your water temperature depending upon your method of heating:

Electric water heaters

Call your local electric company to adjust the thermostat. Some companies offer this service at no charge. To make the adjustment yourself, shut off the electric current to the water heater and then turn off the circuit breaker or remove the fuse to the heater.

Most electric water heaters have two thermostats, both of which must be set to a common temperature for proper operation. To reach these thermostats you must remove the upper and lower access panels. Adjust the thermostat according to the instructions provided with the appliance. Hold a candy or meat thermometer under the faucet to check water temperature. Hot water should not be used for at least two hours prior to setting the temperature.

Gas water heaters

Because thermostats differ, call your local gas company for instructions. Where precise temperatures

ing your tap water temperature. Reducing water temperature will not affect the heating ability of the furnace.

Consumers should consider lowering the thermostat to the lowest settings that will satisfy hot water needs for all clothing and dish washing machines.

Never take hot water temperature for granted. Always hand test before using, especially when bathing children and infants. Leaving a child unsupervised in the bathroom, even if only for a second, could cause serious injuries. Your presence at all times is the best defense against accidents and scalding to infants and young children. ‡

Courtesy of the U.S. Consumer Product Safety Commission.

| Effects of Hot Water on skin | | |
|------------------------------|-------------------|---------------|
| Burn Type | Water Temperature | Exposure Time |
| 3rd Degree | 150 Degrees | 2 Seconds |
| 3rd Degree | 140 Degrees | 6 Seconds |
| 3rd Degree | 130 Degrees | 30 Seconds |
| 3rd Degree | 120 degrees | 5 Minutes |



Detection = Protection

Story by JO2 Candice Lee, photos courtesy of National Cancer Institute

According to a survey conducted by the National Cancer Institute, more than 46,000 American women died of breast cancer in 1995. Doctors are still learning about the origins of the disease and trying to determine who is at the greatest risk.

The survey revealed that breast cancer is the most

common form of cancer in women. It's estimated that every three minutes a woman is diagnosed with breast cancer and every 11 minutes another dies from it. The disease has left many scientists and physicians shaking their heads in frustration.

"I didn't know anyone with breast cancer. No one in my family had breast cancer. None of my friends



▲ This 3-dimensional picture of a cancerous breast shows the overall shape of the cell's surface at a very high magnification. Cancer cells are best identified by internal details, but research with a scanning electron microscope can show how cells respond in changing environments and can show mapping distribution of binding sites of hormones and other biological molecules.

◀ Mammograms are highly effective in detecting even the smallest cancerous tumors in women and men..

had breast cancer, so I was very unaware," said one active-duty breast cancer survivor.

"I was devastated," said another. "It was my daughter's seventh birthday, and I was more concerned with planning a party, then they tell you you're going to die."

"We really don't know what causes breast cancer," said Dr. Marc Mitchell, a general surgeon at National Naval Medical Center's (NNMC) Breast Care Center, Bethesda, Md. "Some women get breast cancer because they have a genetic predisposition to the disease, but many women get it spontaneously and we just don't know why.

"What doctors do know about breast cancer is that the mortality rate for African American women is higher than that of white women. And 75 percent of new cases are diagnosed in women with no family history," said Mitchell.

A proper breast self-examination should be done standing up, then repeated lying down with a pillow under the shoulders. Remember, it's important to check below the arms, near the collar bone and just above the rib cage, because breast tissue is present in these areas.

"We really don't know what causes breast cancer."

— Dr. Marc Mitchell

Doctors agree that conducting a self-examination is only half the battle for women trying to save their own lives. While many are doing a self breast exam, some women are still afraid to report what they find.

"We have found that women who have waited have gone beyond the point of catching it at an early time and getting it taken care of. Their quality of life would have improved if they came in earlier to have it examined," said Joyce Durand, a nurse case manager at the NNMC Breast Care Center.

When a lump is found, an X-ray of the area, or mammogram, is taken to diagnose it properly.

"Many lumps or cancers that develop in the breast can be seen by a mammogram. The big advantage to a mammogram is that cancers too small to be felt by the patient or physician can often be detected. This means we can find these cancers much earlier while they are smaller and easier to treat and we have a better chance of curing the patient," said Mitchell.

Although the disease is most common in women over 50, younger women, even those in their early 20s, also are diagnosed and die of breast cancer.

"We have seen active-duty women in their 20s and 30s with breast cancer. Basically, a woman at that age will not necessarily think she has breast cancer," said Durand. "If she finds a lump she will put it off because [of thinking that], 'women my age don't get breast cancer.'"

There is no sure cure for breast cancer. In fact, women who survive the disease may ultimately suffer a recurrence, or develop another form of cancer.

According to the survey, despite the growing use of mammography, ultrasound, magnetic resonance imaging and the introduction of digital X-rays to detect the disease, it's estimated that the mortality rate for breast cancer will remain unchanged.

What has changed is awareness of the severity of breast cancer. Doctors who treat women with the disease believe that awareness is a woman's best and only defense.

"You need to be very thorough about checking yourself," one breast cancer survivor said. "Any lump should be checked no matter how small or harmless it [seems]." ±

Lee is assigned to Navy/Marine Corps News, Washington, D.C.

Models of Success

From electrician to ship's 1st LT, soon a doctor

The Navy offers many programs for Sailors to earn degrees and commissions. LT Craig S. Coleman, USS *Guam*'s (LPH 9) 1st and 2nd division officer, has already taken advantage of one. He's about to take part in another.

Coleman, a native of Richmond, Va., enlisted in the Navy in June 1984, and became an electrician's mate. "I was interested in traveling around the world and taking advantage of educational opportunities," said Coleman. During his 12 years of service, Coleman has visited Spain, Italy, Germany and South America.

After five years and advancement to petty officer 1st class, Coleman applied for and was accepted into the Enlisted Commissioning Program (ECP). He graduated from Hampton University, Hampton, Va., with a bachelor's degree in

engineering.

Now Coleman has been accepted into the Navy's Health Professions Scholarship program. "It's like a lateral conversion for me," said Coleman. "I'll be converting from the surface warfare community to the medical community.

"I've always been interested in the medical field," said Coleman. "I just never had the prerequisites I needed until now. It's real competitive."

According to Coleman, it took a lot of aggressiveness, foresight and perseverance to get accepted into this particular program.

"I worked in my off-duty time at Portsmouth Naval Hospital with a family practitioner and in *Guam*'s medical facility," said Coleman. "I also took classes to prepare."

When he finally retires, Coleman said, "I want to provide medical



U.S. Navy photo

care to city kids to help the community." †

Story by JO3 Micheal Wagner, assigned to USS Guam (LPH 9) public affairs office.

Three keep 300 healthy

When a Sailor onboard USS *Fife* (DD 991) needs medical attention, there's top-notch service available. From stitches to sea-sickness, the ship's Medical Division can treat it all.

Surprisingly, the medical staff aboard *Fife* consists of only three enlisted Sailors. Without a medical officer, this position is filled by an independent duty corpsman (IDC). Chief Hospital Corpsman David A. Taylor, is currently serving as *Fife*'s IDC. To most people, having a whole ship to care for would seem difficult. "It's a great responsibility if we don't dwell on the fact that there are only three of us," said Taylor. "The most professionally rewarding aspect of my job is helping crew members who are sick or injured get better."

The rest of *Fife*'s medical staff consists of HM2 Jeffrey O. Flight

and corpsman striker Seaman Damon I. Miller.

"With only two other corpsman on hand it's hard for a striker to work in these conditions," said Miller. "It's hard but it's fun. I get to learn lots of new things."

Taylor added, "We're always training him and giving him the opportunity to learn." Taking blood and giving shots are just a few of the things Miller gets to do as part of the medical staff. Miller added, "It was only two stitches, but I once got to stitch up a Sailor's head." Miller said he likes working in the Medical Division because, "I like to help people."

In comparison to ships like the aircraft carrier USS *Independence* (CV 62) which has a large medical and dental staff on hand, the work load for the medical staff on *Fife* is



somewhat proportional.

"Carriers have a (medical and dental) staff of 40 to 45 and a crew of 4,000, we have a crew of 300 and a medical staff of three," said Flight. "The challenge for us is to be out here using our education to make responsible medical decisions." †

Story by AA Christopher D. Crass, photo by JO2 Jason Chuby. Both assigned to Carrier Group 5 public affairs office.

Mother of three balances home, career

Integrity, patience and perseverance are a few of the qualities the Navy looks for in a strong leader. In Aviation Administrationman 1st Class Tracy Jackson, they found all of these qualities and more. It takes more than perseverance to be able to maintain a delicate balance between a full-time job and a family, even more so when you're both mom and dad.

Jackson, the mother of three, is assigned to Fighter Attack Squadron 106 in Naval Air Station (NAS) Norfolk. AZs perform many administrative and managerial duties necessary to keep aviation activities running smoothly. She plans, schedules and coordinates the maintenance workload, including inspections and modifications to the squadron's F/A-18 *Hornet* jet aircraft and equipment.

"My job is to make sure accurate log book entries are made on over 50 aircraft, and to process all paperwork associated with these aircraft in a timely manner," said

Jackson "My job becomes stressful when forms are filled out incorrectly. My command's mission is to train pilots for the fleet and I support this command by ensuring the paperwork is squared away," she said.

Jackson joined the Navy in 1987. "The Navy has benefitted me both personally and professionally, through training, encouragement and by challenging me to perform at my best," she said.

"I have a lot of responsibility at maintenance control. We are often on call to go with the aircraft. I have learned to be both a full-time Sailor and a full-time mom."

Jackson said being a Sailor has taught her a lot about people, independence and responsibility.

"I've learned to work with people



U.S. Navy photo

from all over this world," she said. "It's been an unforgettable experience. I've achieved independence and gained a high self-esteem and confidence. My experiences have taught me integrity, a must if you want to earn respect. And perseverance to never give up because of frustration and confusion." †

Porter-Musch is assigned to the NAS Norfolk public affairs office

Twins follow each other to flight school

At birth, they already had something in common. They were born on the same day, just minutes apart. Twenty-four years later, fraternal twins ENSs Aric and Aron Buckles are sharing the same dream — to become naval aviators.

They received their commissions through the NROTC program in 1995. Aric graduated from Northwestern University, Evanston, Ill., with a B.A. degree in political science. Aron graduated from Stanford University, Stanford, Calif., with a B.A. degree in psychology.

Later the same year, each received orders to NAS Pensacola, Fla., and arrived just days apart. Both are attending flight training.

Aric says it's unusual to be together with his brother again. "We grew up together for 19 years, and spent four years apart while attending college, and now we've wound up as roommates. We just can't get away from each other."

As a student naval aviator (SNA), Aric will eventually be a pilot. "It's something I've wanted to do for a long time. I'm really happy the Navy is giving me the opportunity to fulfill a dream." Although Aron is currently training as a student naval flight



Aron (in flight suit) and Aric enjoy a moment after Aron emerged from the Dilbert Dunker

officer, he would like to transfer to the SNA pipeline. †

Story and photo by JO3 David Rush, assigned to the public affairs office, NAS Pensacola, Fla.

Around The Fleet...

Dedication ...

Sailors from Strategic Communications Wing 1 are building a park bench. This is not your ordinary park bench. In fact this bench is unlike any other in the world. It is dedicated to each life forever changed by the April 19, 1995, bombing in Oklahoma City and is made from timbers removed from the keel, hull and mast of the USS Constitution, the oldest commissioned ship in the U.S. Navy which was first launched in 1797.

"After the bombing, I felt like our Sailors in Oklahoma should do something to let the people here know how much we admire their dedication and steadfast spirit

following the tragedy downtown," said LT Karl Storm, an E-6 pilot stationed with the Navy Air Wing at Tinker Air Force Base, Okla.

"This gift serves as a dedication to the spirit here in America's heartland and makes us proud to call Oklahoma our home port," said CAPT Kermit A. Ayres, Commander of the Navy Air Wing at Tinker Air Force Base. †



AT1 David Croft (left) works with ATC Thomas Usher to shape USS *Constitution* timbers into a memorial bench.

Rescue ...

While off the coast of West Africa in support of Operation *Assured Response*, USS *Portland* (LSD 37) helped an adrift cargo vessel in need of fuel and water.

Portland pulled alongside and stayed through the night with the vessel *Duniya*, ensuring the safety of the ship and crew. At daybreak, *Portland* launched its embarked landing craft, LCU 1655, with a

boarding party of *Portland's* Navy/Marine Corps team to assess the situation.

Portland provided 500 gallons of fuel, 1,400 gallons of drinking water and 72 ready-to-eat (MRE) meals for *Duniya*. The ship's corpsman found *Duniya's* crew healthy, but supplied antibiotics to one crew member who had a skin infection.

With assistance rendered, the boarding party returned to *Portland* via the LCU and a grateful *Duniya* was underway. †

Award ...

The "Al Gore Hammer Award," named for the Vice President, was recently awarded to Naval Weapons Station (WPNSTA) Seal Beach for the second consecutive year. The award, which honors efficiency in government services, was presented at the Greater Los Angeles Federal Executive Board's 23rd annual Distinguished Public Service awards ceremony. †



Chaplain Tony Dean holds newly christened Caroline Rann of Chardon, Ohio.

Photo by PNSN Alexander Laird

Christening ...

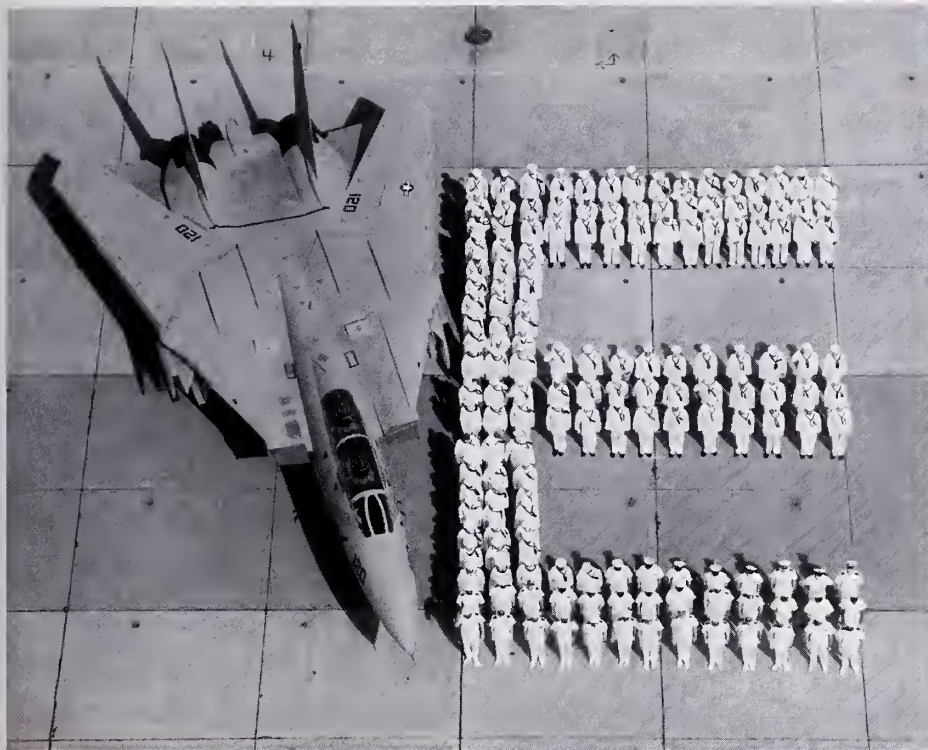
Christening a child is always a special occasion — but for little Caroline Rann's family, her recent christening was extra-special, as she is the third Rann child to be christened aboard the guided-missile frigate USS *Estocin* (FFG 15).

Her parents, James and Ruth Rann of Chardon, Ohio, have chosen to have all three of their children christened aboard the *Estocin*. First came Elizabeth, now 4, who was christened in November 1991 while the ship was homeported in Philadelphia. David,

now 2, was baptized in Cleveland in May 1994 while *Estocin* was on a Great Lakes Cruise. Caroline's ceremony happened in the ship's new homeport, Norfolk.

Chaplain Tony Dean, Naval Surface Force U.S. Atlantic Fleet assistant force chaplain, conducted the rite in the ship's helicopter hangar following a ceremony in which CDR John C. MacKercher Jr., assumed command of the ship.

Reading selected scripture, Chaplain Dean drew holy water held in the ship's bell and gently placed it on Caroline's forehead as he welcomed her. †



U.S. Navy Photo

Battle E ...

Members of Fighter (VF) Squadron 102 formed in an "E" formation next to a squadron F-14B *Tomcat* aboard NAS Oceana recently in celebration of their receipt of the prestigious Battle "E" award.

The squadron received the award in recognition of being judged the Atlantic Fleet's best F-14 squadron for 1995. The squadron also went on to receive the coveted Clifton Award for 1995 as the best F-14 squadron in the Navy. VF-2, the Pacific Fleet Battle "E" winner, provided stiff competition to the for the Clifton Award.

The Battle "E" and Clifton awards are presented annually to the squadron of each aircraft type which excels above all others in operations, maintenance, safety, administration, and combat readiness. ‡

Marathon ...

Three runners from USS *Essex* (LHD 2) completed the recent Los Angeles Marathon. "Your mind and body want to quit, but then something triggers and you just want to keep going," said Hospital Corpsman 3rd Class David W. Frate. He and fellow *Essex* runners LT Andrew Radovan, and LT Matthew Ross, agreed the "trigger" was the support from people along the 26.2-mile course.

"There were even fans of *Essex* on the sidelines," said Ross. Live bands played along the course and boxing legend Muhammad Ali helped start the race.

Radovan, a veteran marathon runner, congratulated Frate on finishing his first big race. Frate finished in four hours and 56 minutes. He trained for the marathon by running several 5K and 10K

runs first. "I began running at the beginning of the *Essex's* first western Pacific deployment in order to get into shape," Frate said. Almost a year and a half later, he was ready to try the marathon. More than 20,000 runners started the race and about 16,000 crossed the finish line. ‡



Photo by PH1 Charles Abell

HM3 David Frate (left), LT Andrew Radovan (center) and LT Matthew Ross run along the flight deck of USS *Essex* (LHD 2).

Rehab day care ...

Thirty Seabees from Construction Battalion Unit (CBU) 410, NAS Jacksonville, Fla., recently joined forces with the Jacksonville Housing Authority to help refurbish a 58-year-old facility at the Bentwood Park Housing Community.

The facility became a much-needed child day care center serving nearly 1,400 residents. "One of the key aspects of the facility is that it provides an environment where single moms can leave their children, and know that they are safe," said James W. Pellot, chief of housing management for the Jacksonville Housing Authority.

Seabees scraped and leveled walls, painted door jambs, caulked windows and laid linoleum.

The Seabees were commended by Jacksonville Mayor John Delaney, who said their services saved the city \$15,000. ‡

Bearings

Guam visits Italy

USS *Guam* (LPH-9) recently completed a four-day port visit to Naples, Italy, after 43 days underway. *Guam* Sailors and embarked Marines took advantage of the opportunity to explore Rome, Vatican City, Pompeii, and of course, the host city of Naples.

More than 350 Sailors took a two-day tour of Rome and nearly 600 others participated in one-day tours to Rome and Vatican City. Another 230 people braved less than favorable weather to tour either Pompeii and Mount Vesuvius or Pompeii and the beautiful Amalfi-Sorrento Coast.

Tours were offered during three of the four days the ship was in Naples. According to Aircrew Survival Equipmentman 1st Class Robert E. Thompson, "We spent a lot of time and effort to make sure

Rome's Colosseum was one of the many sights enjoyed by tourists from USS *Guam* (LPH 9) during a recent port visit to Naples, Italy. OS1 Gregory C. Jordan (center left) and ABHAN Dave M. Vincent (center right) step away from the colosseum to get a picture of it.



we would have a good port visit. Afterward, the participants had a lot of good things to say about the tours and how everything was arranged."

Thompson said a key to the success of the tour program was starting early. "We started planning

[earlier] and had [more people] work together," he said. "[But crew] compliments are what made the work worthwhile to me." †

Story by JO1 Douglas M. Scherer and photo by PH1 R.L. Scharf who are assigned to USS *Guam* (LPH 9).

Sailors field day a lot

When you see a piece of trash on the deck, you pick it up and put it in a trash can. But what do you do when you see a whole football field worth of trash alongside the road? You get a lot of people to pick it up.

CWO3 Michael J. Chesser, of USS *Carl Vinson's* (CVN 70) operations department, would drive along Atlantic Avenue just outside NAS Alameda, Calif., and see more trash there than should be in a whole city. "I decided to do something about it," he said.

Intelligence Specialist 1st Class Jon Conway was one of the volunteers who thought highly of the idea. "CWO3 Chesser approached the division with his idea, and I agreed it would be a worthwhile

project," Conway said.

About 15 volunteers from the operations department took to the grassy area along the avenue with trash bags in hand. "We filled about 35 to 40 bags full of trash. There were all kinds of different trash out there, everything from spare tires to used oil filters and a lot of glass," said Conway.

Some of *Vinson's* crew members brought their families. "I was pretty tired when it was over, even though most everyone will swear I walked around holding a bag while my 7-year-old son, Jeffrey, did the vast majority of the clean up," Conway said.

Chesser said the important thing to remember is that appearance counts, even off the ship. †



USS *Carl Vinson* Sailors pick up trash along Atlantic Avenue in Alameda, Calif.

Story by JO3 Sean Gano and photo by PH3 Keithan Reed who are assigned to USS *Carl Vinson* (CVN 70).



Nimitz's first woman OOD qualifies

Somewhere every day, there is a Navy officer qualifying for greater responsibility at sea. However, very few qualify to stand what many consider the most important watch of all ... officer of the deck (OOD).

Recently, USS *Nimitz* (CVN 68) began counting 23-year-old ENS Morgen Paul of Anderson, Alaska, among them when she became the carrier's first woman OOD.

At the time, there were only six OOD-qualified officers on board the ship. *Nimitz* was assigned to the northern Arabian Gulf for Operation *Southern Watch*, enforcing the UN-sanctioned no-fly zone over southern Iraq.

An OOD is trained in every aspect of the ship's mission and is directly responsible to the commanding officer for overall operations. OODs can make command decisions to defend the ship when the skipper is not immediately present on the bridge.

Paul now stands one-in-five four-hour watches as OOD. "It's very exciting to finally qualify. OOD is a very long, hard watch to get qualified for," she said.

"There are [so many] personnel qualifications standards (PQS) books you have to get signed off," Paul added. "There's a ton of procedures and watches you have to know and get qualified in before you face the OOD board."

As one of the ship's division officers, Paul is in charge of 84 people. She had to juggle her regular duties and her preparation for the qualification process.

Paul is a surface warfare officer and needed that SWO pin to clear the first hurdle of her career. "Just



like submariners have their pins and aviators have their wings, getting OOD qualified is a major step toward earning the SWO pin," she said. Two days after becoming an OOD, she passed her SWO board.

"Until I get qualified on everything I need to have done," Paul concluded, "I'm kind of an 'unrated boot camp' officer. So, I feel that it has been my job to do what I've

done. Now, I'm better prepared to take care of my duties and my people, and that's the way it should be." †

Story by JO3 Lorilei Bish and photo by PH3 Nathan Guimont assigned to USS *Nimitz* (CVN 68).

Bearings

The sky's the limit

The Chief of Naval Education and Training's Community Service and Outreach office dedicated the new Starbase Atlantis facility in a recent ceremony aboard Naval Air Station, Pensacola, Fla. The renovated facility, formerly an enlisted galley, includes a classroom, computer room, lunch and activity areas.

Starbase Atlantis offers elementary school students challenging activities designed to stimulate interest in math and science through demonstrations of astronomy, aerodynamics, model rocketry and computer flight simulation.

The program began Sept. 12, 1994, aboard NAS Pensacola. Two months later, classes began at NAS Whiting Field, Fla., and in May 1995, another Starbase Atlantis site

opened at Fleet Training Center, Norfolk.

The Naval Aerospace Medical and Operational Institute, the Blue Angels, the National Museum of Naval Aviation and the U.S. Coast Guard have introduced students to night-vision goggles, the high altitude chamber, search and rescue procedures, survival training and precision flight.

Kitty Caldwell, a fifth-grade teacher at West Pensacola Elementary School praised the program. "This is all new to us. [The children] are real excited to be here. This is something they wouldn't normally get the chance to study at school and the hands-on experience lets them see what they have learned." †



AD1 (AW) Chuck Ignarski, Starbase Atlantis coordinator for the Blue Angels, fields questions from Oak Crest Elementary School students about the Blue Angels and the Navy.

Story and photo by JO2 David Rush assigned to Naval Air Station Pensacola, Fla., public affairs office.

Essex flight ops are highlight of IMAX film and book

Two sets of camera crews were on board USS *Essex* (LHD 2) recently to film and take photos of Harrier flight operations for upcoming projects.

A team from MacGillivray-Freeman Films was on board for one day to shoot footage for an upcoming 40-minute IMAX film called, "The Magic of Flight."

"The film is being made for the new IMAX theater at the National Museum of Naval Aviation at Naval Air Station Pensacola, Fla.," said Alec Lorimore, one of the camera crewmembers.

IMAX film is the largest film format in the world, about 10 times larger than the 35mm format used in standard movie theaters.

The film will also feature the Blue Angels, the Navy's flight



IMAX film crewmembers shoot a Harrier landing on the flight deck of USS *Essex* (LHD 2) for a project called "The Magic of Flight." The film will premiere this fall at the opening of the IMAX theater at the National Museum of Naval Aviation at NAS Pensacola, Fla.

His main focus will include shipboard operations as well as the desert, Arctic

demonstration team.

Photographer Rick Mullen was on board taking photos of the flight operations for his upcoming coffee table photo book, tentatively titled "Expeditionary Warriors."

and tropical environments.

Both projects will be available to the public later this year. †

*Story by JO2 Lee Rankins assigned to USS *Essex* (LHD 2) public affairs office.*



Joe Montana wins with USS *Carl Vinson* Sailors

Inching their way around the contingent of security guards like a giant blue and khaki-colored snake, hundreds of USS *Carl Vinson* (CVN 70) and airwing Sailors anxiously waited for what seemed like an eternity to collect autographs and handshakes from Joe Montana, one of football's biggest legends.

Patience has its rewards. As they walked away with caps, cards and T-shirts, Sailors agreed that collecting autographs from the retired NFL pro-quarterback was more than worth the long wait.

"I met Joe Montana! I met Joe Montana!" shouted one exuberant airman as he dashed across the hangar bay toward the AIMD tunnel where his friends watched the event. "What a great guy! I could have waited forever!" he said as he waved an autographed 8X10 color photo of the Hall of Famer.

You would have thought it was Christmas. "I was in awe over having met him," Damage Controlman 3rd Class Scott Arellano of the Engineering Department explained, shaking his head in disbelief. "I felt like a child meeting Mickey Mouse at Disneyland for the first time."

His being here is a great way to start WestPac," said Master at Arms 1st Class Bill Buie of the Legal Department. "Because this doesn't happen very often, it's one heck of a morale booster for these guys."

Sailors said what made the event special was that Montana offered to autograph not only football cards



Former pro-football quarterback Joe Montana signs an autograph for MR3 Andrew McFarland, USS *Carl Vinson* (CVN 70) Engineering Department, during a recent visit to the aircraft carrier.

Sailors can perform such arduous tasks under such a strenuous environment," Montana told the crew during a captain's call aired over SITE TV. "The honor is all ours. This truly is wonderful."

but a myriad of memorabilia. Every-thing from books, biographies and photos highlighting Montana's career to a pencil sharpener encased in a plastic 49ers helmet found their way onto the autograph table.

Some folks, like Yeoman 3rd Class Chris Bioletto of the Administration Department, weren't content to walk away with one piece of signed memorabilia. In addition to two football cards, Montana also signed a 49ers cap, a ship's photo, an assortment of photos of himself and a starting line-up for Bioletto.

"He not only signed my football card, but also let me take some pictures of him," said Interior Communications Electrician 2nd Class Milo Loteyro of the Operations Department. "Wait until my wife sees these!" he exclaimed as three Polaroid snapshots developed.

"I'm amazed at how these

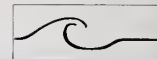
Montana and his wife Jennifer met with ship and airwing CPOs in the ship's Chief Petty Officers' Mess where they were treated to breakfast and presented with a plaque to commemorate meeting the crew.

"He signed a T-shirt and swapped stories for a moment or two," remarked CPO Mess Treasurer Senior Chief Legalman (SW) Keith Konke. "The (CPO) mess was a pretty exciting place this morning. I'm sure Sailors won't soon forget this experience.

But the unforgettable experience, Montana said, was all his. "Jennifer and I thank you for giving us this once-in-a lifetime experience," Montana told Sailors as he and his wife prepared to depart. "Thank you for your hospitality and for guarding our nation." †

Story by JO1(AW) Bill Dagendesh, photo by MR3 Ted Boesch who are assigned to USS *Carl Vinson* (CVN 70).

Shipmates



Intelligence Specialist 1st Class (SW) Gregory J. Martin was selected as the 1995 Sailor of the Year for Naval Special Warfare Command. Martin, an Orange, Calif., native, was recognized for serving as the plans, policy and doctrine petty officer, where he identified and evaluated representative targets for a widely briefed study.



Disbursing Clerk 1st Class (SW) Elisha Dickerson was named Commander, Naval Air Force, U.S. Pacific Fleet 1996 Afloat Sailor of the Year. As leading petty officer of the Disbursing Office on board USS *Constellation* (CV 64), Dickerson, a native of Fort Worth, Texas, ensures all personnel aboard the ship are paid in a correct and timely manner.



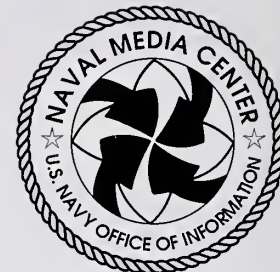
Aviation Antisubmarine Operator 1st Class (AW/AC) Charles W. Kixmiller was chosen the 1996 Atlantic Fleet Sea Sailor of the Year. Kixmiller, a native of Melbourne, Fla., will be meritoriously advanced to chief petty officer and will serve with the Atlantic Fleet master chief petty officer for a two-year tour of duty.



Journalist 2nd Class Denise Garcia was named Naval Air Reserve Point Mugu, Calif., 1995 Junior Sailor of the Year. Garcia, a native of Irvine, Calif., is presently taking classes at Oxnard College in Oxnard, Calif., and is pursuing the Enlisted Air Warfare Specialist wings. She is also training to become a Campaign Drug Free presenter and a Total Quality Leadership instructor.



Aviation Electrician's Mate (AW) 1st Class Craig H. Pratt was named Naval Air Reserve San Diego, 1995 Sailor of the Year. As the Aviation Training Instructor, Pratt, a Jefferson, Maine, native, developed a highly efficient course completion and advancement requirement tracking process resulting in 100 percent advancement.



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Major League guests

The San Diego Padres honored area Sailors and Marines at a game with the Atlanta Braves in Jack Murphy Stadium, San Diego. Pregame ceremonies included a jump into the stadium by the Navy Leap Frogs, a performance by the San Diego Navy Band and a ceremony recognizing 10 local Sailors and Marines of the Year. All Sailors and Marines who came to the game in uniform were given free admittance.



Photo by PH1 Rich Oriez



Photo by PH2 Alan November



Photo by PH1 Rich Oriez



Name: CTO2(AW) Janiese L. Slater

Assigned to: Office of Naval Intelligence, Special Intelligence Communications Division, Washington, D.C.

Hometown: Buffalo, N.Y.

Job Description: "I'm Message Center Operator and System Administrator for JDISS at the Office of Naval Intelligence."

Achievements: Made Petty Officer 2nd Class in two years first time up. Aviation Warfare Qualified on USS *Abraham Lincoln*. First woman CTO permanently assigned to a combatant ship, USS *Abraham Lincoln* out of CTO "A" School.

Hobbies: Rollerblading, gardening, sailing.

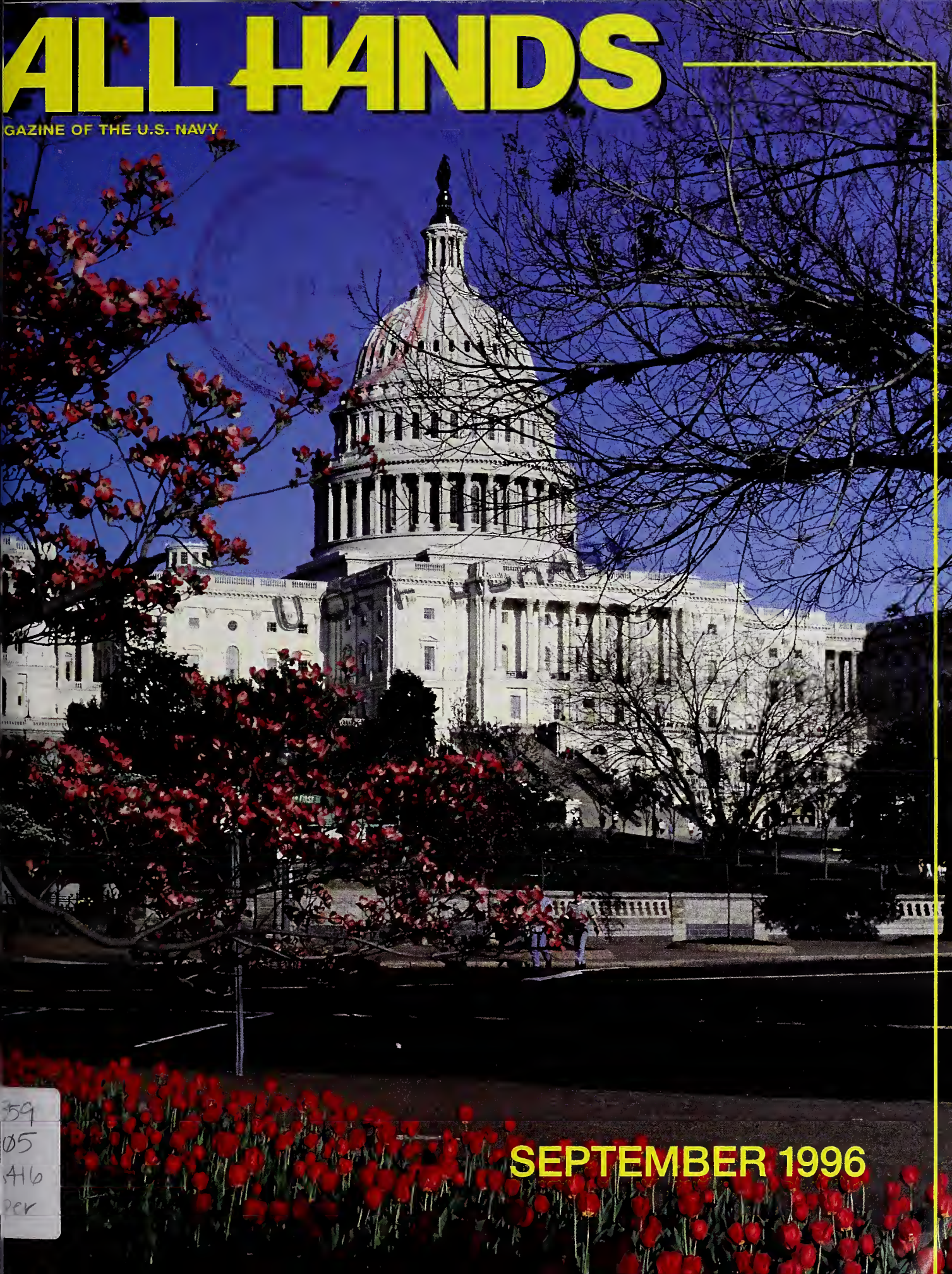
Best Part of the Job: "To know that we're out here getting information to the fleet and getting them what they need as fast as they need it."

Key to Success: "Take what the Navy has to offer you and go for it."



ALL HANDS

GAZINE OF THE U.S. NAVY



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SEPTEMBER 1996



AMS3 Angelique Kelly, of Eloise, Mich., repairs an aircraft's main cabin door at the Naval Research Laboratory's Patuxent River Flight Support Det., Lexington Park, Md.

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September 1996, Number 953

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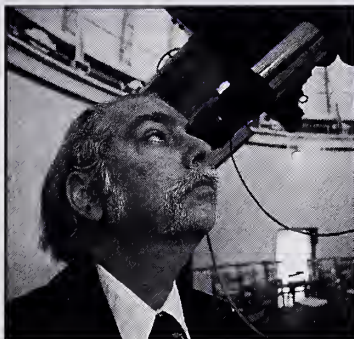
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Navy Antarctic Support Force keeps Operation *Deep Freeze* going strong.

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Buying an American dream

Tired of paying rent or living in base housing? Get a solid foundation about home buying before you go looking for your dream house.

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House hunting?

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Charthouse

Emergency leave

The Bureau of Naval Personnel (BUPERS) recently released NAVADMIN 136/96 which clarifies two aspects of emergency leave accounting and policy. The message addresses emergency leave policies regarding American Red Cross (ARC) verification and government-funded travel. Navy policy does not require ARC verification of all emergency leave situations.

Emergency leave should be granted whenever the circumstances warrant, based on the judgment of the commander/commanding officer and the desire of the Sailor. If the leave-granting authority is uncertain of the validity of an emergency situation, he or she should request

verification assistance from the military installation nearest the location of the emergency and then, only if necessary, from the ARC.

According to DOD Directive 1327.5, time spent in emergency leave travel authorized at government expense shall not be charged to the service member's leave account. But, time spent in emergency leave travel not authorized at government expense shall be charged to the service member's leave account.

The rules for accounting for leave involving government-funded travel differ depending on whether leave is taken CONUS or OCONUS. NAVADMIN 136/96 also illustrates examples of proper

procedures for several likely scenarios.

One final note: The actual period to be charged as emergency leave will be determined by "in" and "out" endorsements on leave authorization or travel orders. If this is not possible, the Sailor must furnish a complete itinerary, including dates, hours and places of all departures and arrivals.

The information on emergency leave contained in NAVADMIN 136/96 supersedes the applicable text in Article 3020300 Military Personnel Manual. Emergency leave accounting and policy questions should be referred to LCDR Milton Stubbs, PERS 202C, at DSN 225-3304 or (703) 695-3304. †

Tuition Assistance

The limitation on the number of courses Sailors can take using tuition assistance will be lifted Oct. 1, 1996.

At the beginning of the new fiscal year, the Navy will pay 75 percent of tuition costs for all undergraduate courses (not to exceed \$2,500 per individual per fiscal year) and 75 percent of tuition costs for graduate courses (not to exceed \$3,500 per individual per fiscal year).

More information about TA is available from Dr. Kelly at DSN 223-1749 or (703) 693-1749 and in NAVADMIN 151/96. †



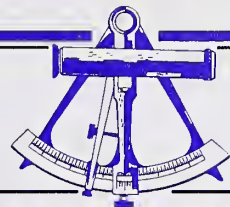
U.S. Navy photo

New Medal

The Armed Forces Service Medal (AFSM) is now available through the Navy Supply System. The stock number is 8455-01-426-5479 at \$2 per set.

The AFSM is awarded to Sailors who, after June 1, 1992, participate or have participated as members of military units in a U.S. military operation that is deemed to be a significant activity having encountered no foreign armed opposition or imminent threat of hostile action.

Further guidance for awarding the AFSM is available in NAVADMIN 057/96. †



TRICARE videos

Two 10-minute Navy videos, one for families of active-duty military members and one for retirees and their families, were distributed throughout the Navy and Marine Corps in July to inform the Navy family about TRICARE, the military's new health care program.

The productions followed Navy-Marine Corps News (NMCN) programs. However, the version of NMCN distributed via Armed Forces Radio and Television Station satellite link did not carry the TRICARE productions. If your

command did not receive NMCN, contact your base public affairs office for assistance in getting a copy of this special videotape.

Copies of the TRICARE productions should be made locally for widest distribution. The original NMCN videotape with the TRICARE productions should be returned.

The videotapes are also being distributed to military hospitals and clinics.

TRICARE is being phased in across the country and in Europe.



Photo by JO2 Roy DeCoster

All 12 regions and Europe are expected to be operational by the end of 1997. ‡

New EO Manual

The Navy has finished a complete revision to its Equal Opportunity (EO) Manual that defines EO as "fair and equitable treatment of all hands, by all hands, at all times," and gives commanders better ways to implement the concept of "preventive maintenance for people."

The new manual (OPNAVINST 5354.1D) now requires commanders to conduct a command assessment within six months of assuming command and once a year while in command. The last command assessment becomes a turnover item with the incoming commander.

The new commander then starts his or her program to improve command climate and prevent misbehavior, surveys the command's program progress six months later, and the cycle starts again.

Commands will also be required to appoint a Command Managed

Equal Opportunity (CMEO) officer who will function as the administrative coordinator for the Command Assessment Team (CAT) and the Command Training Team. Smaller commands, those with fewer than 500 people, are encouraged to assign the command master chief (CMC) as the CMEO officer to strengthen the CMC's role in taking the pulse of the command's EO climate. The instruction designates the executive officer as the chair of the CAT.

OPNAVINST 5354.1D will soon be distributed both in print and electronic forms. Additional distribution information will be issued separately. In the meantime, commands should develop

- a Command Assessment Team Indoctrination Guide (NAVEDTRA 7523D) and a
- Command Managed Equal Opportunity User's Guide (NAVEDTRA). ‡

Frocking

Officers selected for promotion by the FY97 selection boards (held in FY96) will be the first to be affected by the frocking limitations explained in NAVADMIN 125/96. The policy is expected to remain in force through FY99. The FY96 Defense Authorization Act limits frocking of officers selected for promotion.

Frocking of these officers from lieutenant through rear admiral (lower half) must be specifically approved by the Chief of Naval Personnel (CNP). To be eligible, officers must be on a selection list for the higher grade, confirmed by the Senate (for O-4 through O-7) and occupy or be ordered to a billet for the higher grade.

See NAVADMIN 125/96 for billet criteria and procedures for requesting frocking authority. ‡

CPO Initiation

Recalling the heritage

Story by JO2 Jerry Knaak

The Navy's traditional chief petty officer (CPO) initiation process must generate pride in the Navy's historical legacy and stress core values, the Master Chief Petty Officer of the Navy (MCPON) said in a recent interview.

"The major thrust this year is to get the chief selectees to read about their history and heritage," said Master Chief Electronics Technician (SW) John Hagan.

"And if we're making [them] do this, then we'd better be doing it ourselves. I am really pleased at the thought of the entire chief's mess becoming ... more familiar with our naval heritage."

A significant reason behind integrating naval heritage into the CPO initiation process is to relate that heritage directly to the Navy's core values of honor, commitment and courage. "Everything we do needs to



be consistent with and ... strengthen our knowledge and understanding of the core values. Initially, I was frustrated that we dropped tradition from our core values," Hagan said. But after some thought, he realized that "tradition is not a value. Tradition is that part of your history that you preserve ceremonially. Tradition is exceedingly important ... it is the perspective in which our core values have meaning."

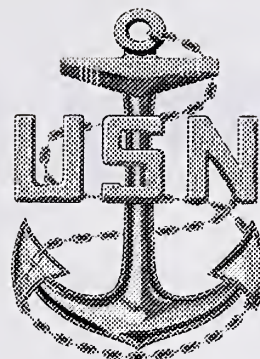
The MCPON gave guidelines for the CPO initiation process in a recent issue of Direct Line, his newsletter for the senior enlisted community. In the introduction, he wrote, "CPO initiation is not simply a rite of passage, traditional greeting or festive occasion; ... it is a complex and empowering process that fosters unity and pride, builds camaraderie, enhances professionalism and even changes lives."

Physical fitness training, the CPO Indoctrination Course and core values training are part of the process. Additionally, the use of the traditional "charge book," reading assignments in naval heritage and community and civic involvement round out the evolution. This culminates with initiation day activities that are enjoyable and consistent with Navy goals, and a dignified advancement ceremony and subsequent celebration.

◀ ETCM(SW) John Hagan signs charge books for chief selectees after a brisk morning run.



U.S. Navy photo



Much of the CPO initiation procedure will remain the same, but the eight-week season of 1996 will be the first to emphasize knowledge of naval heritage. Changing an established program usually means a period of adjustment and, said Hagan, "That's why this year is more exploratory than I would like it to be. People are busy. Do people have time to read a book? I think so. It's your priorities; career Sailors should be reading professional material regularly."

Still, in addition to all the hard work, some events have been designed to add an element of fun to the season. "We'll be doing some celebrating. We'll have some parties, dances, khaki nights out and a khaki ball. Some will be 'Chiefs Only' — no one else will be invited."

Teaching CPO selectees about the Navy's traditions will help them communicate the importance of that legacy to junior enlisted Sailors. "The most important thing is to get Sailors, early on, to realize that the Navy they have joined has not only a proud history but a rich, colorful, complex history that they inherit.

"It's their heritage. When you understand that, then you understand that the Sailors who went before you performed honorably, courageously, and in a committed way, with discipline. That teaches core values. Core values cannot be memorized or ordered into existence; they are developed over time, with effort." ‡

Knaak is a photojournalist assigned to Naval Aviation News, Washington, D.C.

Photo by JO2 Blake Towler

Every vote counts

Story and photo by JO2 Chris Alves

It was a million to one shot! In a recent City Council election in Washington, D.C., the winning candidate won by a mere one vote.

So how can anyone say that one vote didn't make a difference? Your vote counts in every election.

Every Navy command has a voting assistance officer (VAO) who provides accurate, nonpartisan voting information and assistance to Sailors. "All voting assistance officers have the resources they need to QMC(SW) Patrick McCarthy, voting action officer for the U.S. Naval Observatory, shows ET3 Matthew Farrell how to vote using the Voter's Assistance Guide and Federal Post Card Application for Farrell's hometown of Archbald, Pa.

[help] Sailors vote in an election year through our office," said Phyllis J. Taylor, director of the Federal Voting Assistance Program (FVAP).

Taylor and her staff keep VAOs informed through major databases with more than 28,000 users. "They receive our monthly newsletter, news releases and electronic messages which [are] the information they need to keep Sailors informed," she explained.

The *Voting Assistance Guide* (VAG) is the primary source of information for VAOs in fulfilling their duties. Chapter 3 of the guide includes complete information to assist Sailors in voting by absentee



REGISTRATION AND ABSENTEE BALLOT REQUEST - FEDERAL POST CARD APPLICATION (FPCA)
 APPLICATION FOR STATE OF _____ COUNTY OF _____ CITY OR TOWNSHIP OF _____ §
 REQUEST ABSENTEE BALLOTS FOR ALL ELECTIONS IN WHICH I AM ELIGIBLE TO VOTE

| | | | | | |
|--|--|---------------------------|--|---|--|
| 1. APPLICANT INFORMATION (See instruction 1.) a. TYPE OR PRINTED NAME (Last, First, Middle Initial) | | | | b. SEX c. RACE | |
| d. DATE OF BIRTH | | e. SOCIAL SECURITY NUMBER | | f. OTHER IDENTIFICATION NO. (passport, ID card) | |
| 2. I LAST VOTED OR PLACE OF LAST REGISTRATION (Do not leave this section blank. See instructions.) a. YEAR b. COUNTY, CITY, OR TOWNSHIP c. STATE d. VOTER REGISTRATION NO. (if known) | | | | | |
| 3. VOTING RESIDENCE (For military, legal residence. For overseas civilians, last residence in U.S. IF USING RURAL ROUTE, SEE INSTRUCTIONS.) a. LAST DATE OF RESIDENCY b. NUMBER AND STREET (Do not use Post Office Box) c. CITY, TOWN OR VILLAGE d. STATE e. COUNTY OR PARISH f. ZIP CODE (5-digit, if known) | | | | | |
| 4. MAIL ABSENTEE BALLOT TO: (Mailing address where you want the ballot to be sent.) | | | | | |
| 5. YOUR FAX NUMBER (If this application is faxed, include all international prefixes. See instructions.) | | | | | |
| 6. POLITICAL PARTY AFFILIATION (This information is required by most states to send you a ballot for primary elections. See instructions.) | | | | | |
| 7. REMARKS (Provide additional information which will assist local election officials in determining your eligibility to register and vote. See instructions.) | | | | | |
| 8. AFFIRMATION BY APPLICANT (X only one: a., b., c., or d.) I swear/affirm, under penalty of perjury, that I am: (See instructions) a. a member of the Uniformed Services or merchant marine on active duty, or an eligible spouse or dependent. b. a U.S. citizen temporarily residing outside the U.S. c. a U.S. citizen overseas by virtue of employment or accompanying spouse or dependent. d. other U.S. citizen residing outside the U.S. e. I am a U.S. citizen, eligible to vote in the above jurisdiction, and subscribe to any required state/local oath or statement. f. I have not been convicted of a felony or other disqualifying offense or been adjudicated mentally incompetent, or if so, my voting rights have been reinstated. g. I am not registering, requesting a ballot, or voting in any other jurisdiction in the U.S. h. The information on this form is true and complete. | | | | | |
| i. SIGNATURE OF APPLICANT | | | | j. DATE | |
| 9. WITNESS/NOTARY ADDRESS AND SIGNATURE (If required by state law) | | | | k. DATE SIGNED | |

The information contained herein is for official use only. Any unauthorized release of this information may be punishable by law.

The FPCA card is a postage-free postcard that serves as a registration form and an absentee ballot application for Sailors in and out of the Continental United States.

electoral process at federal, state and local levels.

Taylor's office sends electronic messages to all public affairs offices 90 days in advance of an election with dates and procedures Sailors need to know about voting.

FVAP provides the Voting Information Center which is a telecommunications center. Sailors can call the system and hear

messages from members of Congress and candidates running for federal office. They can also get information directly from a member of Congress's office.

"[FVAP] is an avenue and a resource to help Sailors become more informed when they cast their ballot this election year," said Taylor. "And it's free because it's connected to the Defense Switching Network (DSN). Call DSN 223-6500, 24 hours-a-day."

State primaries are still going on and Taylor encourages every Sailor to participate. "An official survey conducted in 1992 reflected only 4 percent of military personnel were not interested [in voting]," Taylor said.

"We need to get out and get more participation going. I think we could do a lot better in 1996," she added.

Toll-free numbers are available for Sailors. For voting problems that can't be resolved through the VAO, call toll free 1-800-438-8683.

"There are also toll-free numbers in 50 countries around the world if problems arise," said Taylor. "Or Sailors can come directly into this office. So make sure you vote in 1996." ‡

Alves is a photojournalist assigned to All Hands.

ballot. The requirements vary from state to state and Chapter 3 has been organized alphabetically by state and territory for easy use.

"The VAG [gives addresses] where Sailors can mail the Federal Post Card Application (FPCA) and the deadlines for local election officials to receive it," Taylor said.

The FPCA is the form that eligible U.S. citizens in the Navy must complete to register and/or vote absentee

If an individual is overseas and doesn't get a ballot after mailing their FPCA form, they have the Federal Write-In Absentee Ballot as a back-up ballot. "Those individuals can pick up the Federal Write-in Absentee Ballot that is in the hands of the VAO's worldwide and vote for the president, vice president and members of Congress," Taylor explained. "A local election official will count [the absentee] ballot as long as the regular ballot [doesn't] come back. If [the ballots] cross in the mail, officials count the regular ballot," she said.

The FVAP has assisted Sailors since 1942. The program's mission is to inform and educate U.S. citizens worldwide of their right to vote, get them to vote and to protect and enhance the integrity of the

"Whether at sea or in a foreign land, Sailors should exercise their most important right."

- Phyllis J. Taylor



Hispanic Medal of Honor recipients 104 years of honor

Hispanic-Americans have distinguished themselves in naval service “above and beyond the call of duty” since the Civil War, earning this nation’s highest award for military valor — The Medal of Honor — 15 times.

Civil War

Philip Bazaar
John Ortega

Boxer Rebellion

France Silva

World War II

Harold Gonsalves

Korean Conflict

Fernando Luis Garcia
Edward Gomez
Ambrosio Guillen

Baldomer Lopez

Eugene Arnold Obregon

Vietnam Era

Emilio A. De La Garza

Ralph E. Dias

Alfredo Gonzalez

Jose Francisco

Jiminez

Migual Keith

Jay R. Vargaas Jr.

First Hispanic Sailor Medal of Honor recipient

Philip Bazaar was an Ordinary Seaman (O.S.) in the Navy. Born in Chile, South America, he was on board the USS *Santiago de Cuba* during the assault on Fort Fisher on Jan. 15, 1865. As a member of the boat crew detailed to one of the generals on shore, Bazaar bravely entered the fort in the assault and accompanied his party in carrying dispatches at the height of the battle. He was one of six men who entered the fort in the assault from the fleet.

Source: *Hispanics in American's Defense*

One proud American

Story and photo by JO3 Jeremy Allen

America is the melting pot of the world, and it remains the country many cultures turn to when looking for a place to call home.

Hispanics from all over the world have migrated to the "land of opportunity." From the mountains of Spain to the sandy shores of Mexico's beaches, Hispanic descendants have brought their unique culture to America.

Like other cultures, Hispanics are ingrained in every fiber of American history. From the first recorded Hispanic exploration and conquest of North America in 1492 to the Bosnian crisis today, Hispanics are a proud part of our military history.

A part of that heritage is Journalist 2nd Class Cindy D. Alvarez, a naval reservist who drills with the Office of Information Detachment 206 at the Pentagon, Arlington, Va., and works as a Naval Criminal Investigative Service (NCIS) agent.

While most Sailors enlist in the Navy right after high school, Alvarez joined at the age of 26, following her graduation from the University of Texas in her home town of El Paso, Texas. After receiving a degree in journalism, she wanted to pursue a new life, an adventure. "I wanted to join the Navy. If figured if I could go through the enlisted ranks, I could do anything," she said.

Her inner motivation comes from three distinct and strong ties, "God is first and foremost in my life, then my dad, then being a Texan. That's how I feel, God, daddy, Texas. I am very proud of my heritage," she explained. "My great-grandfather was Apache Indian and my great-grandmother was from the Basque

Being raised Hispanic in an English-speaking country had its advantages, according to Alvarez. Her family plays an important role in her life.



Region in Spain. But, my home is definitely Texas."

"Petty Officer Alvarez is totally committed to the Navy's core values (honor, courage and commitment)," said JOC (SW) Michael Dean, her reserve unit's enlisted division officer.

"Because of her cultural background, she's adopted these values as her own. If there's a job to be done, she's the first to volunteer. If one of her shipmate's needs a hand, she's there. She never hesitates to stand up for what she believes in. She's very proud to be a Sailor."

Enlisting in the Navy didn't cause Alvarez to abandon her native tongue. Being raised Hispanic in an English-speaking country had its advantages, she explained.

"Not only can I think in English, I can think in Spanish as well. I feel it's given me a great respect for life." †

Allen is a photojournalist for All Hands.



Pasando la herencia

(Passing on the heritage)

Story and photos by JO2 Rodney Furry

A photo on the Sailor's desk is of a cute little girl, her hair stuffed under a ball cap with a wide grin on her face. She holds a baseball bat raised and ready. Next to her photo are several others of, her sister and her mom. A quick look at any Sailor's desk is likely to reveal photos of kids who call them "mom and dad." But what Yeoman 2nd Class Ken Lopez's desk doesn't reveal is the multitude of kids who call him "coach."

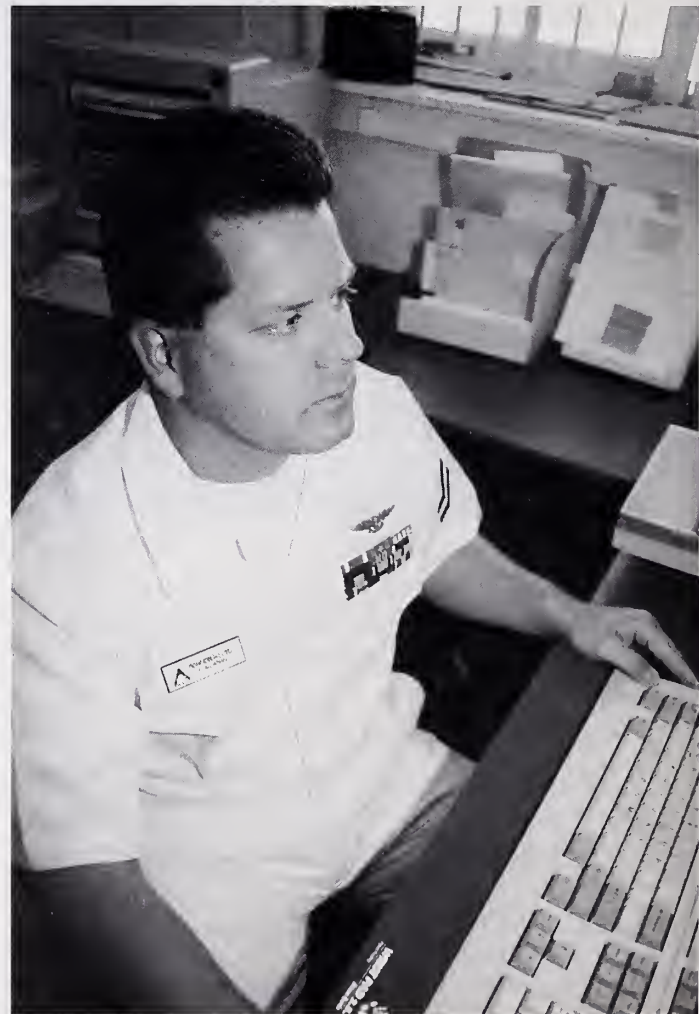
For the past five years, Lopez has turned his love for his family's Hispanic culture and the responsibility of an involved parent into a love for teaching kids the value of teamwork and healthy competition through sports. What started as a way to get involved in his daughter's love for soccer has given him a way to enrich children's lives while they have fun. "Teaching children how to work together is an important part of helping them grow up, and sports is a fun way to accomplish that," said Lopez.

Bill Liesman, a member of the Board of Directors of the Temecula, Calif., Youth Basketball Association, has seen the results of Lopez's approach through his own daughter, who played last year for Lopez's "Bulldogs." "He has a gift for inspiring competitive spirit in his players for the purpose of team unity, not as a means to winning or losing," said Liesman. He recognizes Lopez' unique ability to organize a diverse group of parents and kids of varying age groups into a successful team.

Lopez credits most of his success as a youth sports coach and as a Sailor to the strong Hispanic family values he learned as a kid. He describes the many Mexican and South-American artifacts that adorn the home he shares with his wife, Nilce, and their two

daughters, Ashley and Alisha. It's clear this Sailor is proud of where he comes from.

The small city of Emporia, Kans., isn't normally thought of as a center of Mexican-American culture. But to Lopez, growing up there in the late 1970s, it was an exciting place to learn about his colorful history. "There was always some kind of holiday or celebration going on," he said. "I remember the whole family getting involved. I think that's where I first developed an appreciation for my heritage."



YN2 Ken Lopez's desk doesn't reveal the multitude of kids who call him "coach."



YN2 Ken Lopez shares his proud heritage with his wife, Nilce, and their two daughters, Ashley and Alisha.

History and family make up that heritage. As a kid, Lopez wasn't short of role models. He's the grandson of a Mexican railroad worker who migrated north from Guadalajara in the 1930s to help build the Santa Fe Railroad. In high school, he lived with his grandfather and other family members. That's where he really got to know his Uncle

Darrell. "He was always involved in some kind of event that promoted Mexican-American culture," said Lopez.

As a college student in an expanding minority community, Uncle Darrell was eager to be heard and have his

culture recognized. "He wasn't really political, but he was always ready to educate us about what it meant to be a Latino," Lopez said.

A healthy respect for his culture, and the legacy of family unity passed down to him seem to contribute to his success as a coach and as a dad. His wife, Nilce, a Bolivian citizen currently experiencing the lengthy process of gaining U.S. citizenship, is proud of her

husband's enthusiastic approach to sharing their Latin heritage. "Whenever we have guests over, we always serve some kind of Mexican or Bolivian food," she said. "And on holidays we teach the girls about the history of the events and serve traditional foods."

It takes a lot of effort to not only be a top-rate Sailor,

but also a father to a multi-cultural family. According to Liesman, "It's amazing how he finds so much time to devote to his family and still give coaching 100 percent of his attention."

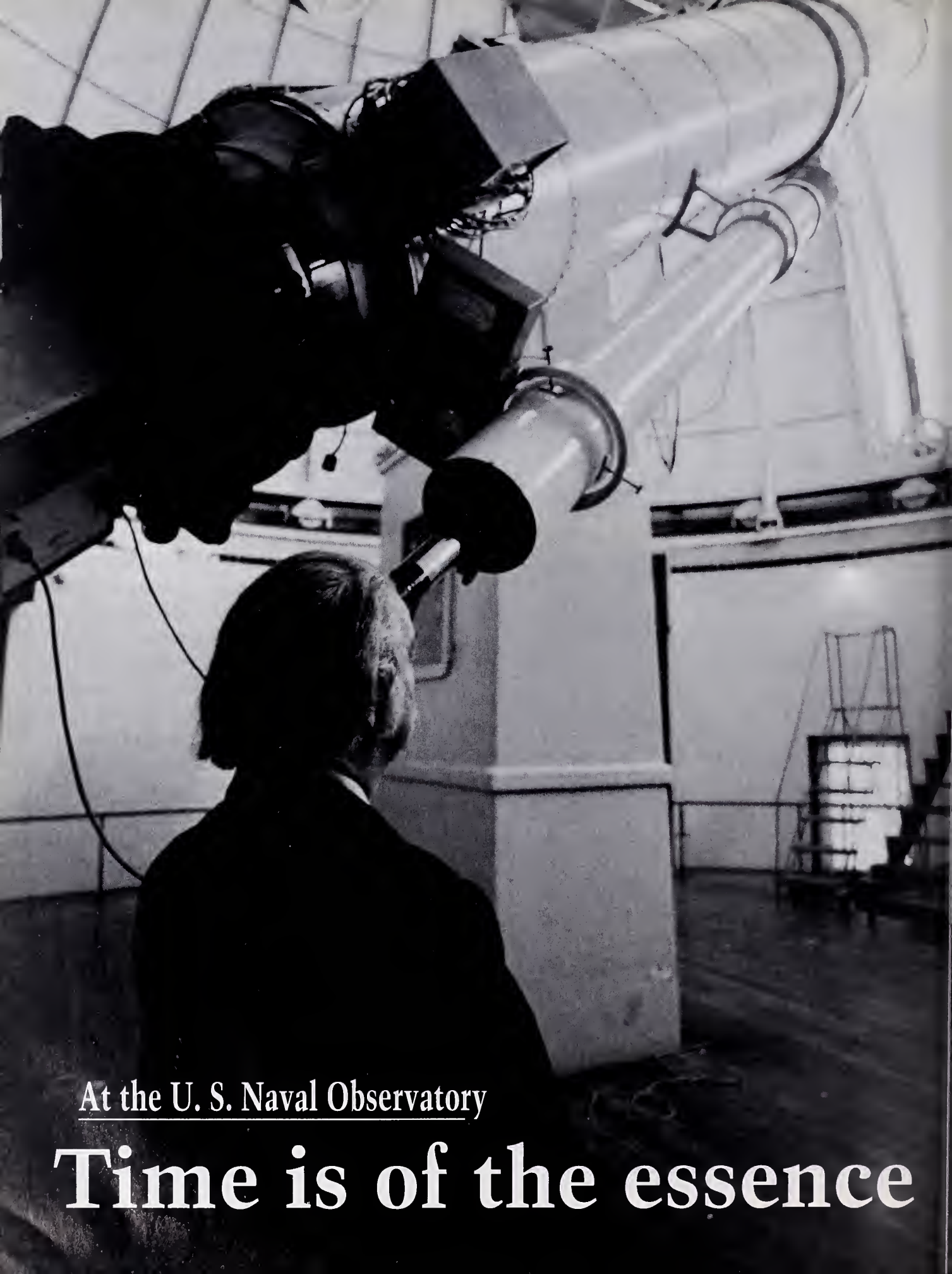
But it's time well spent for Lopez, because it's an

investment in the future. As he expressed in an essay a few years ago about his cultural heritage, whether it's teaching teamwork and unity, or just sharing his heritage with his kids, "I will teach my culture and beliefs to my children, who will in turn, teach to their families." ‡

Furry is a San Diego-based photojournalist for All Hands.

"I will teach my culture and beliefs to my children, who will in turn, teach it to their families."

-YN2 Ken Lopez



At the U. S. Naval Observatory

Time is of the essence

When someone says “observatory,” images of telescopes, astronomers and dome-topped, round buildings usually come to mind. The Naval Observatory, Washington, D.C., is the source of official time for ships, aircraft and all other elements of the U.S. Navy and the entire nation. The time kept by the atomic clocks is constant to within one nanosecond (one billionth of a second) per day, and provides the heartbeat for the Global Positioning System (GPS). The need for such precision comes from many aspects of modern technology, including naval communications and navigation.

Suppose you're on a submarine preparing to launch *Tomahawk* missiles at a specified target at a certain time. If your time is not synchronized to Naval Observatory time you won't hit the designated target, posing a risk to untargeted structures and people.

For Interior Communications Specialist 1st Class Dawn Huffman, a member of the time service department and one of seven Sailors stationed at the observatory, knowing her job affects the fleet is what she likes best.

“[When I was] on a ship, my job had an effect on the squadron and the ship,” she explained. “[Maintaining the correct time] affects the entire fleet.”

Chief Quartermaster (SW) Patrick McCarthy, the command chief, and the observatory's astronomical applications department staff helps produce the Nautical, Air and Astronomical Almanacs for the Navy.

McCarthy and QMC (SW) Michael Fortier's interaction with the developers of the System to Estimate Longitude and Latitude Astronomically (STELLA) made it easier for Sailors to adapt the program for underway

use and training. With their assistance, the pull-down menus and data storage and retrieval functions of the STELLA Navigation Program were made Sailor-friendly for quartermasters in the fleet.

“Our job was to help scientists understand how U.S. Navy quartermasters work,” said McCarthy. He is now helping to formulate a new version of the program called 2.0 for the years 2000 to 2009.

The telescopes at the observatory include a 24-inch

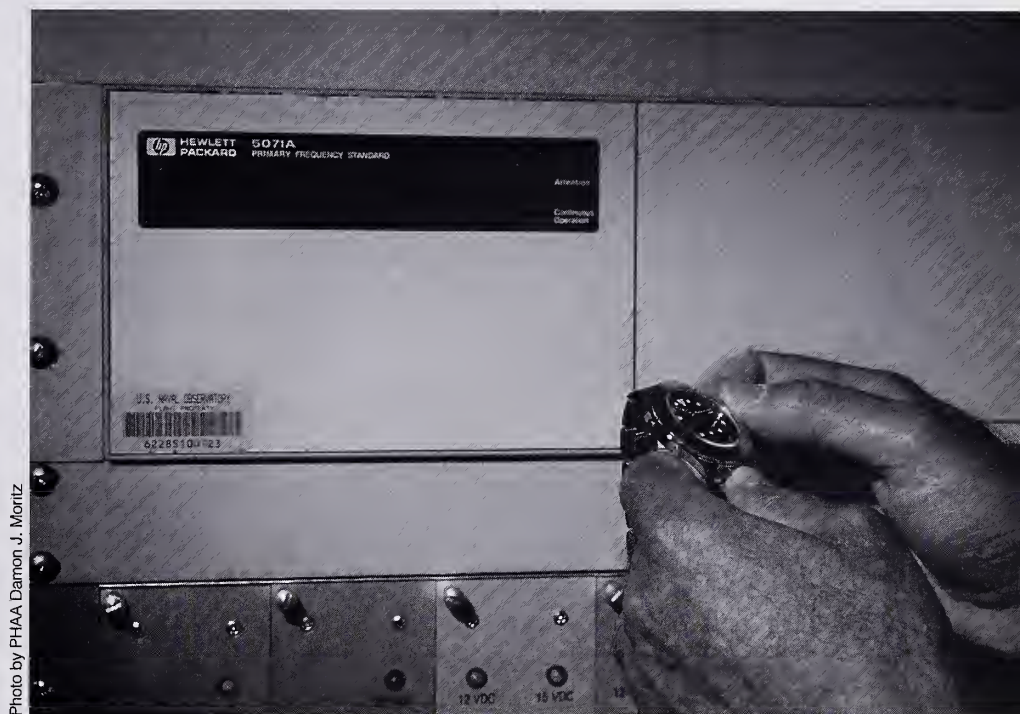


Photo by PHAA Damon J. Moritz

▲ Checking the master clock of the U.S. at the Naval Observatory is Dr. William J. Klepczynski, head of the time service department.

reflector equipped with charge coupled devices, a 12-inch refractor, and a 26-inch refractor. The 26-inch refractor was acquired in 1873 when it was the world's largest refractor.

The U.S. Naval Observatory is building a Navy Prototype Optical Interferometer (NPOI), designed to improve our knowledge of the positions and motions of the bright stars.

This system will give a high-accuracy stellar reference frame for accurate guidance and targeting systems and a variety of astronomical purposes.

So remember, the next time you hear, “The follow-

◀ Astronomer Geoffrey Douglas looks through the 26-inch refractor telescope, the largest and oldest (1873) telescope at the Naval Observatory, Washington, D.C.



ing is a time check from the pilot house," on the 1MC and you think it's not significant, think again – and remember where it came from. ‡

Alves is a photojournalist and Dallal is a photographer for All Hands.

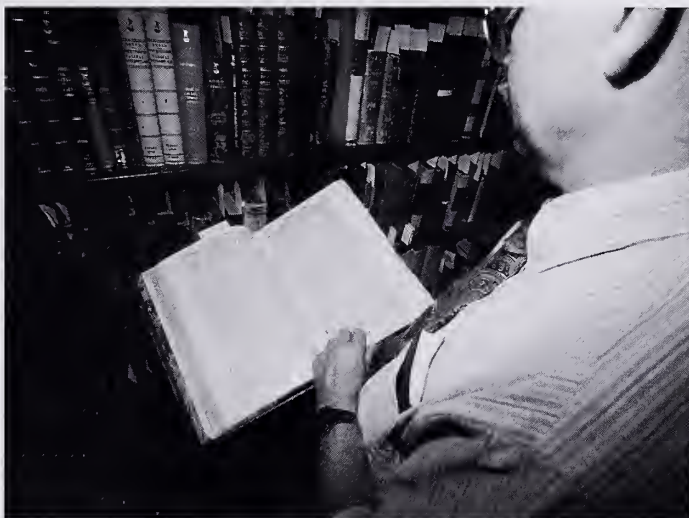
▲ Dave Hall, an astronomer in the astrometry department, takes a break on the spiral staircase located in the main building of the Naval Observatory.

► The Naval Observatory's library houses more than 80,000 volumes of current scientific publications and many rare books and periodicals dating back to the 15th century. Included are the works of Newton, Galileo, Kepler and Copernicus.





◀ Carved in stone in the support structure of the 12-inch Alvan Clark telescope is the face of either Naval Observatory Architect Richard Hunt or the observatory's first superintendent, Frederick V. McNair. It's still an unsolved mystery.



◀ Dr. Steve Dick, an astronomer and historian at the Naval Observatory, stops by the library to look at a book that is more than 100 years old.

▼ A view of the 26-inch telescope from the roof of the main building where the 12-inch telescope is located. To the right is the transit circle telescope building.



► Crew members carry a simulated casualty off the flight deck and down to USNS *Comfort's* (T-AH 20) casualty receiving area. More than 70 "casualties" arrived by helicopter during the exercise.



USNS Comfort proves readiness during exercise

Story by JO2 Roy DeCoster, photos by PH2(SW/DV) Eric J. Tilford

USNS *Comfort* (T-AH 20), one of the Navy's two hospital ships, scored high marks for readiness while participating in a recent drill designed to test its mobilization and medical capabilities.

COMFEX 96-3 was a series of exercises designed to look at the ability of the Navy Bureau of Medicine, the Military Sealift Command and the Combat Logistics Force to activate and operate the 894-foot vessel as a 250-bed, surgically intense, medical treatment facility.

More than 700 crew members, including Sailors from National Naval Medical Center, Bethesda, Md.; Naval Medical Center, Portsmouth, Va.; and other East

Coast commands brought the ship to life in Norfolk and prepared for the mission.

The ship headed for the Cape Charles, Va., coastal area where the exercise took place. The ship's crew spent three days training and drilling in a joint environment with the U.S. Army for more than 12 hours each day.

Joint operations were a focus of the exercise, so Army medics and nurses worked alongside the Sailors in wards and intensive care units aboard the ship. Many of the simulated casualties brought in during the exercise were Medecaced by U.S. Army *Blackhawk* helicopters. In total, the three-day drill involved more



◀ *Comfort's* medical staff accepts a simulated casualty in the ship's casualty receiving area. Casualties are received, triaged and entered into the hospital ship's medical care system.



▲ Moulage, or simulated wounds, are applied to a willing volunteer at NAS Norfolk. Most of the "casualties" came from their Transient Personnel Unit.

◀ Surgeons perform mock surgery on a simulated casualty in one of USNS *Comfort's* 12 operating rooms.

than 120 helicopter take offs and landings.

Comfort crew members also completed a chemical, biological and radiological decontamination drill, evaluating and practicing the ship's ability to receive and decontaminate patients.

Comfort's patient administration division broke new ground by installing the Operational Fleet Hospital Information System (OFHIS) for its first time at sea. OFHIS is a highly specialized computer system specifically designed to track large numbers of patients through a treatment facility and report their location,

destination and path at any time. Since *Comfort* is tasked to handle up to 200 casualties per day, up to a total of 1,000, this ability is crucial to the ship's mission.

Civilian mariners were also aware of the performance of the military crew and contributed their own efforts. "Out of all the deployments I have seen," said Ray Smith, *Comfort's* port engineer, "This is the best yet." †

DeCoster and Tilford are assigned to the National Naval Medical Center, Bethesda, Md., public affairs office.



EVACUATION IN LIBERIA

USS Guam (LPH 9) supports Assured Response

Story and photos by JO3 E. Michael Wagner

When fighting between Liberia's warring factions escalated earlier this year, thousands of Liberian citizens and foreign nationals fled to the American Embassy in the capital Monrovia, seeking safety.

USS *Guam* (LPH 9) was halfway into its six-month

Mediterranean deployment when orders were received to report to an area off the coast of Liberia.

Guam arrived on station and operated off shore as the command and control ship, providing noncombatant evacuation operations assistance and logistics support to the Joint Task Force *Assured Response*.



Sailors from *Guam*, Marines of the 22nd Marine Expeditionary Unit (MEU) (Special Operations Capable) and those from other commands supported the Marines ashore by providing necessities such as a base of operations, communications, medical care, aircraft equipment maintenance assistance and spiritual guidance.

In neighboring Freetown, Sierra Leone, military C-140 aircraft flew in supplies and personnel vital to ship and shore operations. When aviation equipment at the Freetown airport needed repairs, Aviation Support Equipment Technician 3rd Class David J. Christian of Ashburnham, Mass., and AS2 Robert J. Courtois, a Powhatan, Va., native, both stationed aboard *Guam*, flew in over hostile ground to put their expertise to use. "To be there, on the ground, giving support was awesome," said Christian.

On the ground is where Hospital Corpsman 2nd Class (SW) Tim J. Grady, 22nd MEU (SOC)'s preventive medicine technician, worked during the operation.

"We're flying evacuees out all the time, while the ships are here supporting us, giving us food and potable water. The ships are our supply line – they're just really doing some wonderful things," Grady said.

This coordination would be impossible without good communications. Electronics Technician 1st Class Herschel L. Puckett, attached to Commander-in-Chief Naval Forces Europe and Engineman

◀ Evacuees wait for the helicopter to arrive to take them to Sierra Leone.

◀ ◀ Marines from the 22nd MEU (SOC) helped young evacuees put on their life preservers before the flight to Freetown, Sierra Leone.

▼ Evacuees board a helicopter on the grounds of the American Embassy in Monrovia, Liberia.

2nd Class Anthony P. Dudley, of Mobile Integrated Command Facilities Europe, reported to Monrovia to provide a mobile tactical communications link to pass data traffic between 22nd MEU (SOC) and *Guam*.

"Our mission here is very important," said Puckett, a Bono, Ark., native. "All the message traffic received at the embassy comes over our data circuit."

Religious Program Specialist Seaman Tony Burk, stationed aboard *Guam*, was involved in the evacuation

of U.S., Ghanaian, Indian, Lebanese and Liberian citizens from Monrovia. He helped put evacuated children at ease by coloring with them during their brief stay on board.

"I knew they had probably been through a lot already, and I just wanted to

try and make them feel comfortable and at home, at least for a little while," said the Louisville, Ky., native. "I was very glad I could be a part of this." †

Wagner is assigned to USS Guam (LPH 9) public affairs office.

"We're flying evacuees out all the time, while the ships are here supporting us, giving us food and potable water."

– HM2(SW) Tim J. Grady



► Runners compete in the 50-yard dash.



Helo crews compete on land and water for

AIRCREW OF THE YEAR

Story and photos by JO2 Rodney Furry

Grasping for air and fighting for balance, Aviation Warfare Systems Operator 3rd Class Darren Baldwin dragged himself from the surf, oblivious to the escalating roar of the crowd on the beach. Just a short 100-yard dash to a line in the sand and Helicopter Anti-Submarine Squadron (Light) (HSL) 41, Naval Air Station North Island, Calif., would be the 1996 Aircrew of the Year.

"I knew people were ahead of me when I hit the water, so I just ducked my head low and charged," said Baldwin, a native of Concord, Calif. Once out of the water and weighed down by the buoyancy-control device around his neck and the fins and mask under his arm, Baldwin was on his own for this last leg of the two-mile swim/run relay. But with his cheering crew hot on his heels, he couldn't have quit even if he wanted.

Teamwork is the focus of the three-year-old event for the 13 Navy, Marine Corps and Coast Guard

helicopter crews. "This was all about crew coordination," said Aviation Systems Warfare Operator (AW) 2nd Class Aaron Jacob, a Virginia Beach, Va., native. "It really made the team [members] feel good about themselves and each other when we accomplished tasks together." Jacob, a popular figure at the competition after winning top individual honors for three years running, helped the HSL-47 "Saberhawks" to a 4th place overall standing.

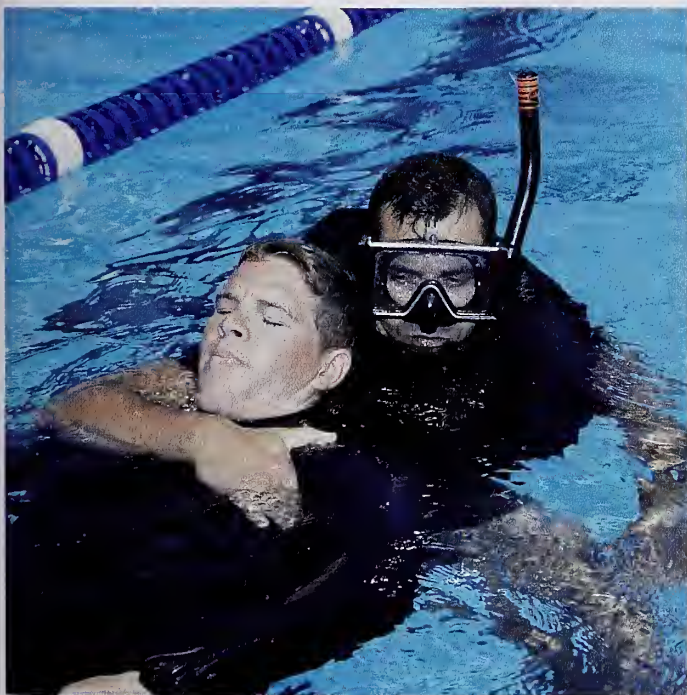
The pilots and enlisted aircrewmembers competed side by side in 12 events starting with a written exam that tested the aircrewmembers' knowledge of first aid, CPR and aviation warfare operations.

Following the exam, the crews were put through a physical fitness gauntlet testing their strength, speed and endurance. They fought for dominance at the bench press and deadlift, and in several foot races. In one of the running events, the crews attracted a crowd at San Diego's Balboa Park as they lumbered through a



▲ AW2 (AW) Allen Uttecht of HS-4, North Island, Calif., competes in the bench press.

◀ Sailors test their endurance during the 800-meter buddy tow.



An aircrewman's job requires feeling as comfortable in the water as on land. The participants showed their aquatic agility in both the pool and the ocean. One of HSL 41's major stepping stones to an overall victory was a record-setting time of 17 minutes and 17 seconds in the 800-meter "buddy tow." In a realistic scenario, rescue swimmers had to drag a "survivor" 16 laps wearing a wetsuit and complete rescue equipment.

"Our job is special, and just being a part of this motivates me to be the best Sailor I can be," said Jacob. "Not just here, but in everything I do." †

.5-mile course dressed in flight suits, boots and helmets. There, and at the beach, the hot afternoon sun made several flight-suit runs a sweaty act of pure motivation.

Furry is a San Diego-based photojournalist assigned to All Hands.



A Capital Assignment



It is a city rich in history, adorned with monuments, memorials, museums and a host of renowned landmarks. It is here where millions of people from all over the world come to see and learn about their country's heritage. Residing within its boundaries is the seat of government of the most powerful and influential nation on earth. It is here where decisions are made that affect everyone in America. Welcome to our nation's capital, Washington, D.C.

Located about 30 miles south of Baltimore on the Potomac River between Maryland and Virginia, Washington, D.C., offers Sailors a wealth of other opportunities.

U.S. Navy presence has been strong here since 1799 when the Washington Navy Yard (WNY), located on the banks of the Anacostia River in Southeast Washington, D.C., was built. Even today, when U.S. Navy ships visit Washington, D.C., they pass the tomb of George Washington at Mount Vernon, Va., on their way up the Potomac. Navy protocol dictates that crew members "dress the rail" in dress blues. When opposite the tomb, a whistle is sounded, the flag is flown at half mast and persons on deck salute facing the direction of the tomb.

Naval District Washington (NDW), headquartered at WNY, includes more than 400 naval commands and activities in the metro area. These organizations employ more than 70,000 military and civilian personnel.

Upon your arrival, NDW's Smart Start program offers a five-day orientation to the metropolitan area. The program covers housing, education opportunities, family support services and a wide variety of other helpful topics.

If you have medical concerns,

◀ The annual Cherry Blossom Festival, which only lasts a week, is the largest collection of Japanese cherry trees in the United States. They were given to us just after World War I by Japan. There are more than 200 trees.

▶ Thomas Jefferson's statue reigns supreme at the memorial on the tidal basin.



Photo by PH2 Salvatore Branciforti

you've come to the right place. NDW is home to two of the most prestigious medical institutions in the world — National Naval Medical Center, Bethesda, Md., and Walter Reed Army Hospital, Washington, D.C. These facilities are equipped to support any medical need that arises including those of Sailors who have family members in the Exceptional Family Member program.

Two military general hospitals are also in the area — Andrews AFB, Md., and Dewitt Army Hospital, Fort Belvoir, Va.

Clinics are available at Fort George Meade, Md.; U.S. Naval Academy, Annapolis, Md.; Fort Myer, Va.; Bolling AFB, Washington, D.C.; Langley AFB, Va.; and WNY.

Off-duty time in NDW is the best part. Morale, Welfare and Recreation Services (MWR) offers you and your family tickets to local theme parks, concerts, Baltimore Orioles baseball games at Camden Yards, and Washington Redskins football games at Robert F.

Kennedy (RFK) Stadium, through the Information Tickets and Tours (ITT) office.

"We are in the business of boosting morale," said Cynthia Kirby, director of ITT. "Many new people want to get to know the area and see the sights Washington, D.C., has to offer. That's where we come in. We can provide them with all the help they need to ensure they have a lot of fun during their tour here."

"I chose duty in Washington, D.C., because I enjoy the history that is associated with America," said Yeoman Seaman Gary E. Guisinger, of headquarters Naval District Washington.

Although the area is considered high cost, it doesn't bother Guisinger,

"I chose duty in Washington, D.C., because I enjoy the history that is associated with America."

- YNSN Gary E. Guisinger

Washington.

Although the area is considered high cost, it doesn't bother Guisinger, a 20-year-old from Springfield, Ohio, who shares a town house with two roommates. "I think the experience of living in our nation's capital is worth it," he said. "We've got the White House, the Pentagon, the Lincoln Memorial and the Smithsonian's museums on the Mall — all within minutes of each other. It doesn't get any better than that."

The famous museums of the Smithsonian Institution house everything from the Hope Diamond to the *Spirit of St. Louis*, the plane Charles Lindberg flew across the Atlantic Ocean. There are also the Navy and Marine Corps Memorials and Arlington National Cemetery, where you can watch the changing of the guard at the Tomb of the Unknowns and visit the grave sites of famous Americans, such as the late Presidents John F. Kennedy and William Howard Taft. Most attractions are free to the public.

Personnelman 3rd Class John Hoffman of Personnel Support Detachment Anacostia had a different reason for wanting to be stationed in Washington, D.C. "I wanted to be where all the decisions are made and this is it," said the San Diego native.



More than 500,000 people congregated on the National Mall to watch the 1996 fireworks.

Hoffman, who resides with his wife in a new base housing unit near Naval Station Anacostia, said he also enjoys shopping in the local outlet malls. "I've seen the West Coast," he said. "This tour of duty gave me the opportunity to see the East Coast. Washington, D.C., is surrounded by many beautiful suburban neighborhoods



Photo courtesy of U. S. Naval Academy Photo Department



▲ The U. S. Naval Academy is located in historic Annapolis, Md. The Academy offers free tours of the grounds.

◀ The U.S. Navy's Ceremonial Guard takes part in a ceremony at the Tomb of the Unknowns in Arlington National Cemetery, Arlington, Va.

with serene country settings. It's a real pleasure to be stationed here."

Old Town in Alexandria, Va., a historic seaport on the Potomac River, offers everything even the most discriminating shopper or food connoisseur could ask for. Hundreds of boutiques, shops and restaurants are nestled on cobblestone streets that snake through the rustic town. They offer many worldly delights from places such as India, Germany, Japan and Italy. Area residents boast that the Chesapeake Bay offers some of the best seafood in the area, particularly steamed blue crabs, a local delicacy.

Getting around Washington, D.C., is easy. The subway system, known as the Metro, stretches from downtown Washington, D.C., deep into Maryland and Virginia. You're just minutes away from everything in the district.

If you're the adventurous type, there are several ski

COLLEGES AND UNIVERSITIES IN THE WASHINGTON, D.C. AREA

Navy Campus pays tuition assistance for the following colleges and universities:

Allegheny Community College, Cumberland, Md.
American University, Washington, D.C.
Anne Arundel Community College, Arnold, Md.
A.T.I. Career Institute, Falls Church, Va.
Averett College, Danville, Va.
Bowie State University, Bowie, Md.
Catholic University of America, Washington, D.C.
Catonsville Community College, Catonsville, Md.
Central Michigan University, Mount Pleasant, Mich.
Central Texas College, Killeen, Texas
Charles County Community College, La Plata, Md.
Computer Learning Center, Alexandria, Va.
Dundalk Community College, Baltimore
Embry-Riddle Aeronautical University, Daytona Beach, Fla.
Essex Community College, Baltimore
Florida Institute of Technology, Melbourne, Fla.
Frederick Community College, Frederick, Md.
Gallaudet University, Washington, D.C.
George Mason University, Fairfax, Va.
Georgetown University, Washington, D.C.
George Washington University, Washington, D.C.
Hagerstown Junior College, Hagerstown, Md.
Howard County Community College, Clarksville, Md.
Howard University, Washington, D.C.
Johns Hopkins University, Baltimore
Lincoln Technical Institute Baltimore and Landover, Md.
Loyola College, Baltimore

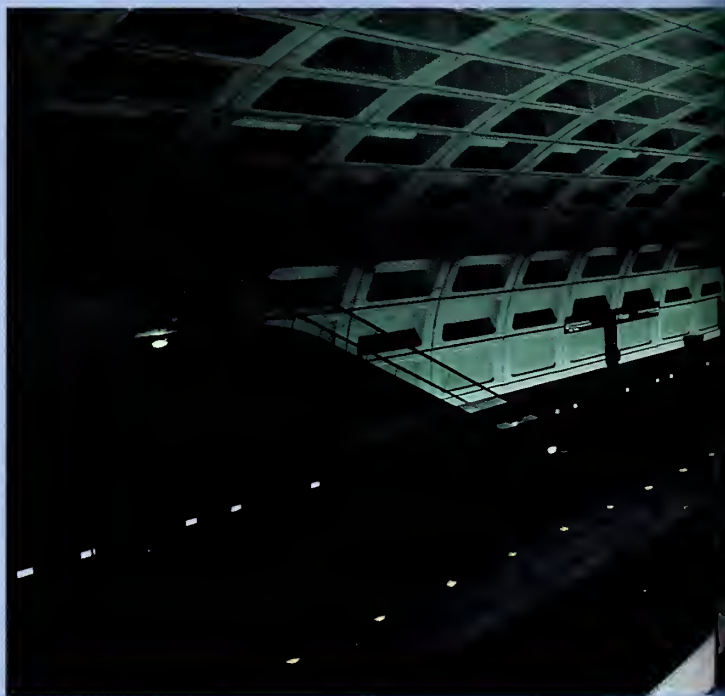
Maryland Drafting Institute, Langley Park, Md.
Marymount University, Arlington, Va.
Montgomery College Rockville, Germantown and Takoma Park, Md.
National Conservatory of Dramatic Arts, Washington, D.C.
National Louis University, Evanston, Ill.
New England Tractor Trailer, Baltimore
Northern Virginia Community College, Annandale, Va.
Park College, Kansas City
Potomac State College, W. Keyser, Va.
Prince George's Community College, Largo, Md.
Southern Illinois University, Carbondale, Ill.
Saint John's College, Annapolis, Md.
Saint Mary's College, St. Mary's City, Md.
Saint Mary's Seminary/University, Baltimore
Strayer College, Washington, D.C.
TESST Electronic School, Alexandria, Va.
Troy State University, Troy, Ala.
University of Baltimore
University of District of Columbia, Washington, D.C.
University of Maryland - Baltimore, College Park and Baltimore City, Md.
University of Maryland University College, College Park, Md.
University of Oklahoma, Norman, Okla.
Washington College, Chestertown, Md.
Webster University, St. Louis

resorts and camping facilities in the nearby mountains of Maryland, Pennsylvania, Virginia and West Virginia. Maryland's Eastern Shore is home to a variety of ocean front beach resorts including Ocean City.

If you're looking to further your education, NDW is one of the best duty stations on the planet. According to Ava Marlow-Hage, education services officer at Navy Campus, Naval Station Anacostia, tuition assistance is paid to 56 colleges in the Washington area.

"People who work here in NDW live anywhere from Annapolis, Md., to Manassas, Va.," she said. "No matter where they live, there is a college near them. We help Sailors get everything from a high school GED to a Ph.D. We encourage everyone to stop by because education can make a difference in a Sailor's career. It's the key that unlocks everything in their future."

No matter what your needs are, a tour of duty in NDW is an opportunity no Sailor should pass up. The





◀ If you are looking for cultural diversity then the District of Columbia is the place to be. The Chinese New Year parade held in February is just one of many cultural festivals.

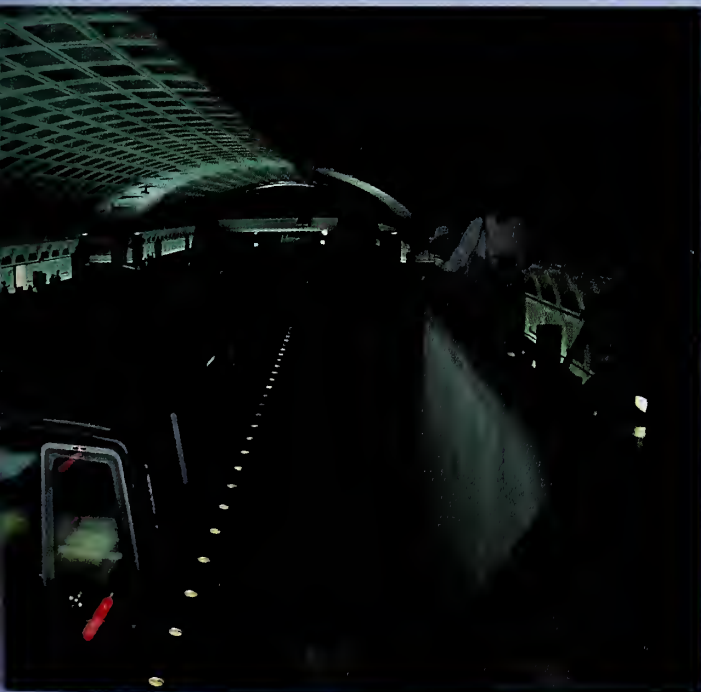
▼ It's football season in the nation's capital. Washington, D.C., offers Sailors every major professional sport including soccer and hockey.



Photo by PH2 Felix Garza

◀ Getting around Naval District Washington is easy when you use the Metro. With stops in Maryland, Virginia and the District, you can't go wrong.

nation's capital has been the Navy's home for two centuries, and we say to you, "Welcome to Naval District Washington." ⚓



Conner is a photojournalist and Dallal is a photographer assigned to All Hands.



▲ Washington Harbor, within view of the Kennedy Center, is convenient to Georgetown and offers many cozy cafes along the Potomac that serve light fare as well as full meals.

► The Vietnam Memorial is one of the most visited places around the Mall. People from all across the nation come to pay their respects to Americans who gave their lives.



BOBBY D MATHENY • STEPHEN
CARL E PETERSON • THOMAS
VICTOR P SHERMAN Jr • DONALD
GEORGE S SUTTON • TROY
ALBERTIS WILLIAMSON • CARL
RONALD S BAGEN • STEPHEN
ADALBERTO CACERES • DONALD
DONALD A HAUSRATH Jr •
DENNIS M KEEFE • RONALD
MICHAEL J MUETING • CHARLES
RALPH H REID • CLYDE A REID
RICHARD L SORENSEN • FRANK
GEORGE E TAFOYA • JAMES

38 E



◀ Paddle boats on the tidal basin provide a great way to exercise and see the Jefferson Memorial.



◀ Kids and adults of all ages can recall their childhood while flying kites on the National Mall.



◀◀ The Chesapeake Bay offers local residents some of the area's finest seafood. At the local Fisherman's Wharf in the District, fresh seafood is delivered almost hourly. James Scott lets a customer inspect one of the fruits of the Chesapeake — blue crabs.

Operation *Deep Freeze* going strong

Story by JO2 Trevor Poulsen

It was a task force of seven ships and approximately 1,800 men who arrived on the shores of Ross Island, Antarctica, in 1955 with a mission to establish an airfield and base of operations.

This base would then be used to support the establishment of another base at the South Pole the following summer.

The Sailors of the first Operation *Deep Freeze* succeeded in not only building an air base at what is now known as McMurdo Station, but they also succeeded in opening up the Antarctic continent for scientific exploration.

The U.S. Navy's legacy in Antarctica continues today as Operation *Deep Freeze* celebrates its 40th Anniversary.

Today, Sailors from U.S. Naval Support Force, Antarctica (NSFA) and Antarctic Development Squadron (VXE) 6 continue to make scientific research in Antarctica possible and make the National Science Foundation's (NSF), U.S. Antarctic Program (USAP) the largest and most ambitious Antarctic program

► Members of VXE 6 preflight an HH-1N *Huey* before take off.

in the world.

"Our scientists can virtually come and go as their science dictates, rather than suffer the enormous periods of time needed to transit to and from the continent by ship," said Erick Chiang, NSF Director of Operations for the Office of Polar Programs.

More than 535 U.S. Navy personnel from NSFA and VXE-6 deployed to Antarctica during the 1995-96 summer season. NSFA provided essential communications, weather information, air traffic control services, medical care and administrative assistance, while VXE-6 flew and maintained six LC-130 *Hercules* aircraft and six HH-1N *Huey* helicopters.

USAP requires the 12 aircraft to provide logistical support to a wide variety of science projects in the local vicinity and the deep field. The helicopters make flights to numerous research camps within a 150-mile



U.S. Navy photo

radius of McMurdo including the Dry Valley sites. The LC-130 transports fly to more distant locations such as the South Pole, Shackleton Glacier, Byrd Surface Camp and Upstream Bravo.

This season alone, *Hueys* provided transportation assistance for more than 40 projects while *Hercules* aircraft shuttled equipment and personnel for at least a dozen.

“This mobility has made USAP foremost in Antarctic research among the 26 nations that support a program on the continent,” Chiang said.

U.S. Navy activity on the continent has steadily increased since Operation *Deep Freeze I* in 1955-56. Although the early years saw a good deal of construction during the creation of McMurdo, intensive scientific research has recently called for more flight operations.

“Every year, our tasking has increased, yet we’ve been able to meet the demand,” said VXE-6 Helicopter Operations Officer LT Adam Paterson.

The 1995-96 summer season marked the end of U.S. Navy helicopter operations in Antarctica. For the 1996-97 season a civilian contractor will provide helicopter services.

“We’re sad to be leaving,” Paterson said. “Almost every VXE-6 helo pilot specifically requested this duty

Photo courtesy of the National Science Foundation



Photo courtesy of the National Science Foundation

- ▲ A weather balloon is inflated on the “Ice.”
- ◀ Snow Survival School teaches Sailors how to build an igloo to provide shelter from the elements.

Photo by PH2 John Sokolowski

because of the flying time and interesting work it offers.”

The VXE-6 *Hercules* operation has had a season to rival that of Operation *Deep Freeze II* when Navy aircraft airlifted 760 tons of supplies to build the South Pole station.

A steady increase in Navy activity is reflected in the difference between the present and the 1955-56 season when division aircraft flew merely 1,400 hours. In the 1995-96 season VXE-6 LC-130 aircraft logged more than 2,500 hours by the end of January.

NSFA has seen its role in USAP diminish considerably during the last few years. However, its command and control role is still vital to completing the Navy’s mission in Antarctica.

Fourteen-year veteran of Antarctica, ASA Lab Science Manager Steve Kottmeier voices a common opinion. “Civilians might have the know-how to do the job, but since the Navy has worldwide experience, they have solutions to the problems Antarctica can bring.” †

Poulsen is assigned to Naval Support Force Antarctica Public Affairs Office, McMurdo Station Antarctica.

► Despite the cold, National Science Foundation scientists perform studies of fish, aboard the research vessel *Nathaniel B. Palmer*.



Photo by Ann Hawthorne, National Science Foundation

A brief history of the Navy at the South Pole



U.S. Navy photo

Then-CDR Richard E. Byrd during a 1930 visit to Antarctica.

May 9, 1926: Then-CDR Richard E. Byrd and Chief Machinist’s Mate Floyd Bennett flew over the North Pole.

1928-1930: Byrd’s first Antarctic Expedition. Little America Base Camp established.

Nov. 28, 1929: Byrd flies to the South Pole.

1939: Byrd’s expedition built Little America III and sent out five exploring parties.

1941: Bases closed during World War II.

1955-1956: Byrd visited Antarctica, saw Little America V established, and made his third flight over the South Pole.

1957: Byrd took charge of the U.S. Antarctic program for the International Geophysical Year.

Photo by Harry Wexler, National Science Foundation



An American dream

Photo by Tina Garcia



Pretty as a picture w/room to grow and close to schools. This 3 BR, 2 1/2BA home w/huge kit. and breakfast bar is sure to excite you. The 7 yr. young, 3-lvl townhouse has assigned parking, new carpet and copper pipe throughout, a skylit loft/den, fireplace, w/laundry downstairs in unfinished area. The custom deck and patio are perfect for summer entertaining. Gas heat and hot water, central a/c, city water/sewer and a sided exterior make upkeep easy.



Buying a house

Story and photos by JO3 Jeremy Allen

Owning your own piece of the "American pie" is a dream of most Americans. However, buying your dream house can cause problems if you're not prepared.

Buying a house today can be challenging at best. With real estate sales up and down almost as much as the interest rate, most Sailors are hesitant to take the plunge into

home ownership.

Sailors used to move often and never seemed to put down roots. With the Navy's new home-basing program, the dream of buying a home is quickly becoming a reality for many Sailors.

To make the process easier, Cheryl Crigger, a Multiple Listing Service (MLS) housing specialist from the Navy Public Works

Center, Washington, D.C., suggests talking with your local family housing office before signing any documents.

"I think people need to first just sit down and talk with their Realtors, [but] just because you sit doesn't mean you have to buy," said Renee Williams, principal broker and owner of a Northern Virginia real estate company.

"Buying a house is one of the most important decisions you will ever make," said Crigger. "Location, location, location, are the three things you should look for when

Even though Navy legal office can't represent the member or draft a contract, they can offer advice on the terms of the contract and point out potential pitfalls and make suggestions.

Administration or VA (Veterans Administration). Then work with your Realtor to see if you qualify to assume the present loan on the house or if you need to find “new money” through a bank or credit union, the FHA or VA.

“Getting the loan is usually easiest for the first-time buyer if they go through the VA because they have the best debt ratio,” said Crigger. “However, many Sailors qualify for a VA loan at a higher rate than they really should take,” added Crigger.

“A Sailor can actually buy a house with absolutely no money down, up to \$203,000, if they use their VA benefits and the seller or builder agrees to pay the points and closing costs,” said Bob Davis, a loan officer of a Maryland mortgage company. “The only way to see if you’re getting a good deal is to shop around for the best interest rate,” added Davis.

“Because the points and interest rate are always negotiable, I can tailor the deal with each person depending on their situation. Remember, if the interest rate is higher and the points are lower, less up front money is needed. The more money you have up front the lower your interest rate will be,” he said. “And,” Davis added, “Getting a pre-approved loan helps since you will have a better understanding of your financial limits.”

“Sailors can often buy more house than they need. They usually



buy to the maximum amount they qualify for," said Williams. "You don't want to be house poor and end up being strapped to your home." Her advice to first-time home buyers is, "Remember, it's your first house not your dream home."

"It's also very important to have a good Realtor to represent you," said Crigger. "Your Realtor will pull up the market for you on a computer and help you make a wise decision, instead of 'helping' you buying into something you can't sell in a couple of years."

The number one problem for first-time home buyers is money, according to Williams. Sailors should sit down and make a financial plan, from food costs and car payments to housing costs and life insurance. Think about what you need rather than what you want. Figure out what you have room for instead of trying to make room for what you have, explained Williams. "Buying real estate is a long-term investment, don't enter into it lightly." ‡

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► If the house you're looking at has appliances, make sure they are in working order.



How to Hire a Real Estate Agent

1. Is the agent knowledgeable with the type of real estate you are interested in purchasing — residential, commercial, land, etc.?

2. What type of continuing education or designations has the real estate agent completed?

3. How often does the agent attend seminars or classes to keep up-to-date? Real estate changes daily: an agent should always stay current with the market.

4. Will you and the agent work well together? Ask for references from previous clients. Who did friends or family use when they bought property.

5. Is the agent knowledgeable about mortgages?

Although the agent isn't a loan officer, their expertise will benefit you during the contract offer.

6. Has the agent analyzed the local market?

7. Will the agent represent the seller, the buyer or both? In some states, an agent must let you know up front if they are a seller's or a buyer's agent.

8. What specific jobs will the agent do for you? How will they find you a home?

9. How often can you expect to hear from the agent?

Ask tough questions. Find out what a Realtor has to offer. Check out their references. It is important to choose someone you can trust!



▲ Remember to check every nook and cranny when looking for a house.

Tips **BEFORE** you buy:



Consult your Navy legal assistance office before you sign.

A signed contract is binding and can't be changed without the consent of all parties involved. Some states define what a real estate contract must look like, while in other states it doesn't matter whether it's written on official paper or cardboard — it's legal.

It pays to get legal advice before you sign any agreement. Verbal agreements won't help you if the seller later refuses to sell his home to you. Even though the Navy legal office can't represent the member or draft a contract, they can offer advice on the terms of the contract and point out potential pitfalls and make suggestions.

Ask about codes or restrictions on the property.

You may not be allowed to park your boat or recreational vehicle (RV) on the property, paint the house a certain color or build an addition. Are there property owner's association dues that must be paid? If you are planning to buy land and then build a home, make sure your plans will pass an environmental inspection *before* you commit yourself to purchase. Ask questions.

Know the home's condition.

Have a home inspection done. If the furnace, plumbing, wiring or roofing is old or faulty, it could mean costly repairs. It's worth paying to have a professional engineer survey the home. Write a contract contingency clause stating the house must pass inspection for the contract to go through.

Think RESALE when you select a house.

Chances are, one day you'll be selling your home, so it should be attractive to future buyers. Check the school system, distance to work sites (civilian and military), shopping centers and the area's crime report. Is the area prone to flooding? Think about the future — you don't want to get stuck with something that won't sell later.

Shop for financing and beware of SPECIAL DEALS.

Many types of mortgages are available, from 30-year conventional loans to adjustable-rate mortgages (ARMs) that start off with low monthly payments which can increase if interest rates rise. Some loans have low rates initially with large "balloon payments" later. Be cautious of ARMs with negative amortization (see glossary). At the end of the mortgage period you may still owe a large sum of money.

The VA guarantees home loans for veterans and service members. The benefit of the guarantee program is that it meets the requirements for investment protection demanded by commercial lending institutions through substantial down payments.

Because VA-guaranteed loans require little or no down payment and protects the lender, it's easier for first time home buyers or those without substantial savings to purchase their home through the VA. Eligible veterans and active-duty members should contact the nearest VA office or commercial lending institution for more information and applications.

Sailors can use VA benefits to purchase a house even if they've used a VA loan before, if the previous loan has been paid off. If

you did not apply for a reinstatement of eligibility when you sold your house that had a VA loan, then check with your local VA office to apply for a reinstatement of eligibility before you go house hunting.

No credit isn't necessarily bad credit.

Home buyers can find out the maximum loan amount for which they qualify before they begin shopping for a house through a real estate agent or mortgage lender. The agent or lender will analyze your income, debts and other obligations and perform a credit check through one of the national credit bureaus.

Don't become house poor.

Many people fail to consider the other costs associated with a monthly house payment. There is not only the cost of your loan with interest, but also local taxes and house insurance. Make sure your loan limit includes principle, interest, taxes and insurance, called (P-I-T-I). You're better off not buying at the maximum amount for which you qualify. Remember to leave money for unforeseen expenses.

Hire professionals who will represent YOU.

Choose your own attorney and survey engineer. Don't have the seller or agent make the selection unless you have researched their credentials and are satisfied with their reputation.

Real Estate Terms:

Adjustable Rate Mortgage (ARM) — A mortgage with an interest rate that changes over time in line with movements in the index. Also known as adjustable mortgage loans (AMLs) and variable rate mortgages (VRMs).

Adjustment Period — The length of time between interest rate changes on an ARM. A loan with an adjustment period of one year is called a one-year ARM, which means that the interest rate can change once a year.

Amortization — Repayment of a loan in installments of principal and interest, rather than interest-only payments.

Annual Percentage Rate (APR) — The total finance charge (interest, loan fees, points) expressed as a percentage of the loan amount.

Assumption of Mortgage — A buyer's agreement to assume the liability under an existing note that is secured by a mortgage or deed of trust. The lender must approve the new buyer to release the original borrower (usually the seller) from liability.

Balloon Payment — A lump sum principal payment due at the end of some mortgages or other long-term loans.

Binder — Sometimes known as an offer to purchase or an earnest money receipt. A binder is the acknowledgement of a deposit along with a brief written agreement to enter into a contract for the sale of real estate.

CC&Rs — Covenants, conditions and restrictions. A document that controls the use, requirements and restrictions of a property.

Certificate of Reasonable Value (CRV) — A document that establishes the maximum value and loan amount for a VA guaranteed mortgage.

Closing Statement — The financial disclosure statement that accounts for all of the funds received and expected at the closing, including deposits for taxes, hazard insurance and mortgage insurance.

Contingency — A condition that must be satisfied before a contract is binding. For instance, a sales agreement may be contingent upon the buyer obtaining financing.

Conversion Clause — A provision in some ARMs that enables you to change an ARM to a fixed-rate loan, usually after the first adjustment period. The new fixed rate is

generally set at the prevailing interest rate. This conversation may cost extra.

Cooperative — A form of multiple ownership in which a corporation or business trust entity holds title to a property and grants occupancy rights to shareholders by means of proprietary leases or similar arrangements.

CRB — Certified Residential Broker. To be certified, a broker must be a member of the National Association of Realtors, have five years experience as a licensed broker and have completed required Residential Division courses.

Due-On Sale Clause — A clause that requires full payment of a mortgage or deed of trust when the secured property changes ownership.

Earnest Money — The portion of the down payment delivered to the seller or escrow agent by the purchaser with a written offer as evidence of good faith.

Escrow — A procedure in which a third party acts as a stakeholder for both parties' instructions and



Answers to frequently asked questions:

Q How long does it take to process a mortgage application?

Usually about 45 to 60 days. It can take as few as 30 days or as long as 90 for some transactions. The actual time depends on how quickly the lender can get an appraisal of the property, a credit report and verification of employment and bank accounts.

Q What documents will I have to provide?

Be prepared to provide verification of income (including a pay stub and recent tax returns), bank account numbers and details on your long-term debt (credit cards, auto loans, child support, etc.).

Q Could anything delay approval of my loan?

If you provide the lender with complete, accurate



assumes responsibility for handling all of the paperwork and distribution of funds.

FHA Loan — A loan insured by the Federal Housing Administration of the Department of Housing and Urban Development.

Federal National Mortgage Association (FNMA) — Known as Fannie Mae. A privately owned corporation created by Congress to support the secondary mortgage market. It purchases and sells residential mortgages insured by FHA or guaranteed by the VA, as well as conventional home mortgages.

Graduated Payment Mortgage — A residential mortgage with monthly payments that start at a low level and increase at a predetermined rate.

Home Inspection Report — A qualified inspector's report on a property's overall condition. The report usually includes an evaluation of both the structure and mechanical systems.

Home Warranty Plan — Protection against failure of mechanical systems within the property. Usually includes plumbing, electrical, heating systems and installed appliances.

Index — A measure of interest rate changes used to determine changes

in an ARM's interest rate over the term of the loan.

Lien — A legal hold or claim on property as security for a debt or charge.

Loan Commitment — A written promise to make a loan for a specific amount on specified terms.

Loan-To-Value Ratio — The relationship between the amount of the mortgage and the appraised value of the property, expressed as a percentage of the appraised value.

Margin — The number of percentage points the lender adds to the index rate to calculate the ARM interest rate at each adjustment.

Mortgage Life Insurance — A type of term life insurance often bought by home buyers. The coverage decreases as the mortgage balance declines. If the borrower dies while the policy is in force, the mortgage debt is automatically covered by insurance proceeds.

Negative Amortization — Occurs when monthly payments fail to cover the interest cost. The interest that isn't covered is added to the unpaid principal balance, which means that even after several payments you could owe more that you did at the beginning of the loan. Negative amortization can occur when an ARM has a payment cap that results in monthly payments that aren't high enough to cover the interest.

Origination Fee — A fee or charge for work involved in evaluating, preparing, and submitting a proposed mortgage loan. The fee is limited to 1 percent for FHA and VA loans.

Point — An amount equal to 1 percent of the principal amount of the investment or not. The lender assesses loan discount points at closing to increase the yield on the mortgage to a position competitive with other types of investments.

Prepayment Penalty — A fee charged to a borrower who pays a loan before it is due. Not allowed for FHA or VA loans.

Private Mortgage Insurance (PMI) — Insurance written by a private company protecting the lender against loss if the borrower defaults on the mortgage.

Purchase Agreement — A written document in which the purchaser agrees to buy certain real estate and the seller agrees to sell under stated terms and conditions. Also called a sale contract, earnest money contract or agreement for sale.

Title Insurance Policy — A policy that protects the purchaser, mortgagee or other party against losses

VA Loans — A loan, made by a private lender, that is partially guaranteed by the Veterans Administration.

information, everything should go smoothly. You may face a delay if the lender discovers credit problems — a history of late or non-paid debts or a tax lien. You may have to then submit written explanations.

Be sure to notify your lender if your personal or financial status changes between the time you submit an application and the time it's funded. If you change jobs, get an increase or decrease in salary, incur more debt or change your marital status, let the lender know promptly.

Q What do the closing costs include?

A Closing costs cover the processing and administration of your loan. In addition to a loan fee, you'll usually be asked to prepay interest charges and pay monies due for the partial month in which you close to include proper-

ty taxes, hazard insurance and mortgage insurance.

Q When do my mortgage payments begin?

A Usually about 30 days after closing. The actual date will be in your closing documents.

Q What's included in my house payment?

A Principal and interest on your loan. Depending on the terms of our loan, the payment may also include hazard insurance, mortgage insurance and property taxes.

Q Can I pay those other things separately?

A Not if it's an FHA-insured or VA loan. With most other loans, you can pay your own taxes and insurance if you borrowed no more than 80 percent of the purchase price or appraised value of your home. Check with your lender to be sure.

Models of Success

Aviation Electrician's Mate selected for OCS

As far back as he can remember, Aviation Electrician's Mate 2nd Class (AW) Carlos Ortiz's motivational technique is simple. He sets a goal, then achieves it through hard work and dedication. Recently notified of his selection for Officer Candidate School (OCS), Ortiz is on his way to fulfilling yet another goal — becoming a naval aviator.

OCS is an intensive officer training program that provides professional military education and training to highly qualified men and women with baccalaureate degrees.

Growing up in Puerto Rico, Ortiz dreamed of becoming a pilot. He moved to the United States at 12 and decided that his dream was going to one day become a reality. With the financial assistance and emotional support he received from his mother, he achieved that goal — and became a privately licensed pilot at the age of 16.

Eager to learn as much as he could about aviation, Ortiz decided to join the Navy, June 6, 1990, three days after graduating high school. He had every intention of pursuing a com-

mission.

"When I enlisted and was given the aviation electrician's mate rating, I was grateful because I knew there was a lot for me to learn," Ortiz said. "At my first command, NAS Oceana, I learned the Navy also paid for 75 percent of your tuition, so I wasted no time in trying to further my education," he added.

Ortiz enrolled at Embry-Riddle Aeronautical University in May 1991 while assigned to sea duty and excelled at both his naval career and his education. He earned his enlisted aviation warfare specialist designation in July 1994 and his bachelors of science degree in professional aeronautics in June 1995. That same month he reported to work at NAS Norfolk's aircraft intermediate maintenance department (AIMD), his second command.

"I set realistic goals for myself and then I put all of my energy into mak-



ing those goals attainable," said Ortiz. "Though I believe in hard work and self-motivation, I don't consider myself better than anyone. I believe that I'll be a very good officer because I intend to remain grounded and to treat everyone, regardless of rank, race or disposition, with respect." ✚

Story and photo by SN Michelle Lewis assigned to NAS Norfolk public affairs office.

Mess specialist fulfills childhood dream

As a child, there was one thing that Mess Management Specialist 2nd Class Joanne Bucu longed to do. She wanted to master the art of cooking. For her, the dream seemed so simple. But, for a child who spent her entire childhood in foster homes, the reality was that the opportunity never presented itself. Years later, the Navy gave Bucu that opportunity through the mess management specialist rating.

Bucu enlisted in November 1987, completing recruit training in Orlando, Fla., and MS "A"

school in San Diego. Her first duty station was Recruit Training Command, Naval Station San Diego, where she catered to the nutritional needs of more than 13,000 recruits three times a day, five days a week.

Even with all her training, Bucu had to make some major adjustments in her life to accommodate the long hours and hectic schedules demanded by her rating.

"There I was, just out of 'A' school and part of the team responsible for operating the kitchen and dining area used to feed that many recruits on a daily basis. It was an

awakening for me. I was working more than 17 hours a day, cooking and cleaning and yet, every day was different," said Bucu. "I picked up many skills along the way. It was a fast-paced environment yet I had to perform my job efficiently and timely. After leaving the command, I realized that if I could do that, then I could do anything."

The different skills that Bucu picked up at her first command were put to use at her second one, USS *Shenandoah* (AD 44) and her third, Naval Air Station, Norfolk. Since reporting to the air station in April 1993, Bucu hasn't wasted any

CTI1 shines above the green at Fort George G. Meade

In a sea of green and a land of cammies and fatigues at Fort George G. Meade, Md., Cryptologic Technician (Interpretive) 1st Class Raul Mejorado stands out. His Navy whites are an obvious indicator that he differs from his Army colleagues, but there is more than meets the eye. In his effort to improve the image and further the presence of the Navy on an Army post, Mejorado proudly displays his service in heading the Naval Security Group Activity, Fort Meade Color Guard unit.

As petty officer in charge, he is responsible for the 25-member team's training, scheduling, performance acumen and protocol. His group displays their commitment to service at funerals, commissionings, retirements and in the local community parades.

Additionally, the unit was requested to perform at the National Football League's Baltimore Ravens' premier showing in August. "I take pride in having the

opportunity to represent the Navy and the NSG at ceremonial functions and within the community," he said. "Also the leadership skills I have attained from being in this position lets me give others the same opportunities at other events."

As an ambassador, he has incorporated the Navy into the deaf community. For the last two years, the NSGA Color Guard has performed at the Maryland School for the Deaf's (MSD) high school homecoming football game. The Sanger, Calif., native has been active with the school since he and his wife learned their daughter was born with Waardenburg's Syndrome, a rare disease that causes deafness. For the upcoming school year, he will serve as the president of MSD's parent-teacher-counselors



association. The eight-year veteran's future Navy goals include earning a master's degree and a commission. †

Story and photo by JO2(SW) Dave Fitz and JO3 Jackie Hess both assigned to the Fort George G. Meade public affairs office.

time earning a reputable name for herself. Today she serves as the assistant watch captain. Her work still involves cooking, cleaning, safe handling and operation of equipment plus, added responsibilities.

"Though things are less hectic at the air station, I'm in a supervisory position and have an added workload – from supervising the supply orders to making sure the junior personnel are getting the proper guidance to do their job well.

The basics never change, regardless of what position you hold in or out of the kitchen. You're always part of a team that has to have breakfast, lunch and dinner ready at

a specific time. You learn to work together and to be a jack-of-all-trades," said Buco.

The Providence, R.I., native attributes her rating for making her a jack-of-all-trades. Buco has managed to gain the knowledge she sought as a child and after seeing her at work, there's no doubt she has mastered the art of cooking. †

Story and photo by SN Michelle Lewis assigned to NAS Norfolk, public affairs office.



Around The Fleet...

Navy League ...

The Navy League Awards Board recently announced its selection of sea service personnel for some of the highest honors the Navy League bestows. The awards were presented during the Navy League National Convention in Honolulu in June.

The John Paul Jones Award for Inspirational Leadership (Navy Officer) was presented to CAPT Larry Clifford Baucom, a Columbia, S.C., native. Baucom, commanding officer of USS *Carl Vinson* (CVN 70) received the award for leading the crew through several evolutions in record time, and for the crew's work on community projects.

The ADM Claude V. Ricketts Award for Inspirational Leadership (Navy Enlisted, E-7 and Above) went to Chief Aviation Electrician's Mate (AW) Luis Suarez, of Youngstown, Ohio. Suarez won the award



Photo by LTJG Anonacci

for sustained superior performances as flight deck coordinator and maintenance control chief in Fighter Squadron (VF) 154.

The ADM Claude V. Ricketts Award for Inspirational leadership (Navy Enlisted, E-6 and Below) was

presented to Missile Technician 1st Class (SS) Anthony Porter, of Corpus Christi, Texas. As the training coordinator at the Naval Nuclear Power Training Unit, Ballston Spa, N.Y., his dedicated leadership through seven classes sent more than 150 nuclear operators to the fleet.

The CAPT Winifred Quick Collins Award for Inspirational Leadership (Woman Officer) was presented to LCDR Jeremie Panoff Sare. During Sare's duty as executive officer of Naval Security Group Activity Pearl Harbor, the command received the Commander, Naval Security Group Silver Anchor Award for 1993. Sare's leadership was a key factor in winning this award.

The CAPT Winifred Quick Collins Award for Inspirational Leadership (Woman Enlisted) was presented to Boatswain's Mate 1st Class Jill Elizabeth Ray, stationed in Yokosuka, Japan. Ray ensured

Gold medals ...

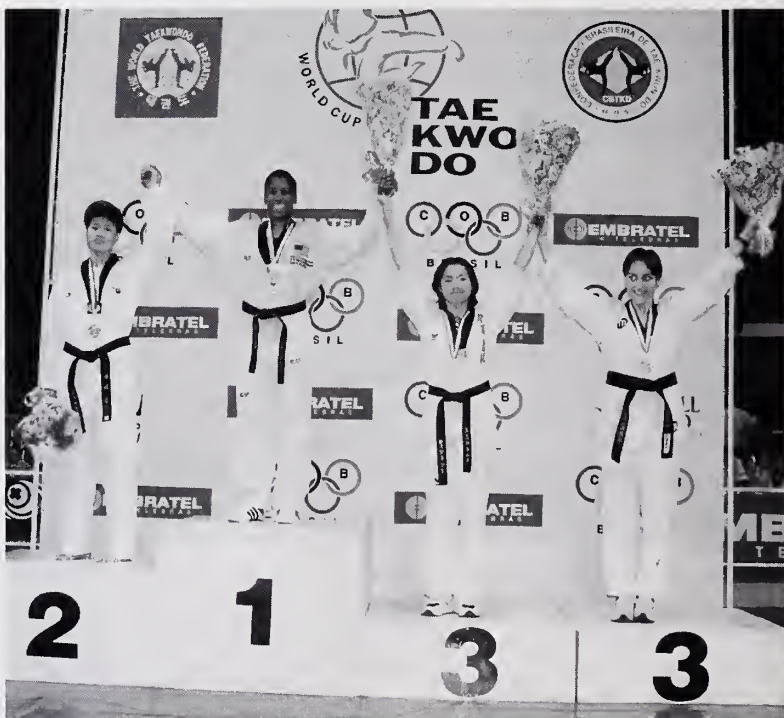
Winning her third consecutive national tae kwon do championship in the women's lightweight division, Hospital Corpsman 1st Class Elizabeth A. Evans captured the first of her three recent gold medals at the U.S. National Championships in Colorado Springs, Colo.

She won her second gold at the 1996 World Cup in Rio de Janeiro, Brazil, competing against tae kwon do champions from 15 other nations.

Two weeks later, she earned a third gold medal, and a place on the national tae kwon do team, at the U.S. National Team trials.

The team will compete in the Pan American championships in Havana in October, and travel to Cairo, Egypt, for the World Games in 1997.

Evans, who is stationed at the Branch Medical Clinic, Everett,



U.S. Navy photo

Wash., will also take part in the Conseil International du Sport Militaire (CISM) World Military Tae Kwon Do Championships in

Croatia this November as a member of the United States Armed Forces Team. †

the smooth and safe execution of more than 500 ship barge movements in Yokosuka Harbor and Tokyo Bay.

The Stephen Decatur Award for Operational Competence (Navy Officer or Enlisted) was presented to LCDR Terry Mosher for his superior operational competence as combat systems officer on board USS *Barry* (DDG 52).

The Honorable J. William Midendorf Award for Engineering Excellence (Navy Enlisted Petty Officer), was presented to Boiler Technician 3rd Class Hurdis W. Rogers. Rogers supervised and led 13 enlisted personnel operating USS *Independence's* (CV 62) engineering plant that supports the combat aircraft of Carrier Air Wing 5.

The ADM Ben Moreell Award for Logistics Competence (Navy or Marine Corps Officer) was presented to LT Gerald Paul Raia for providing superior customer service to the 6th Fleet. †

Community service ...

It was early in the morning when a team of Sailors from the Weapons Department at Naval Air Station (NAS) Jacksonville, Fla., descended on the home of 80-year-old Dorothy Williams. They came prepared to make basic structural repairs as part of the H.E.A.R.T. (Helping Elderly Attain Repairs Today) program.

"Having people over to repair my home is the answer to my prayers," said Williams, who has lived in the house for 74 years.

The team of 21 enlisted Sailors and officers took just one day to complete repairs that would normally take three. They replaced and tiled the bathroom floor, tiled the front porch, braced and tiled the kitchen floor, put paneling on the walls and leveled the rear of the house.

"Everybody thought it was neat that this lady had lived there for 74 years," said Master Chief Torpedoman's Mate Guy Calhoun, the weapons department's leading chief petty officer. "The house was in good shape despite not having any work done to it. We replaced a window. When we took it out of its frame, you could see the old pulley and weight system that pulled the window up and down."

Calhoun said Williams was very excited when the work was done. "Seeing her all pumped up about the job we did made it all worthwhile." †

Rescue ...

A routine Saturday underway for selected reservists training aboard USS *Clark* (FFG 11) near Hampton Roads, Va., turned out to be anything but routine after the ship responded to a distress signal from a sinking pleasure craft.

The 26-foot cabin cruiser *Carpe Diem* had already capsized when *Clark* arrived on the scene. Another vessel in the area rescued the four-man crew from 50-degree water. Sailors from *Clark* quickly attached

lines to the craft, which was floating upside-down with its hull barely visible, to prevent it from sinking. While a boat from *Clark* began recovering personal effects and equipment from the surface, the four civilians were transferred to the frigate for medical evaluation.

After three search-and-rescue swimmers attached additional lines to *Carpe Diem*, the boat was rotated upright then dewatered. It was then towed to a marina in Virginia Beach, Va. Nearly all the crew's gear and personal items were recovered, and the four men were uninjured. †

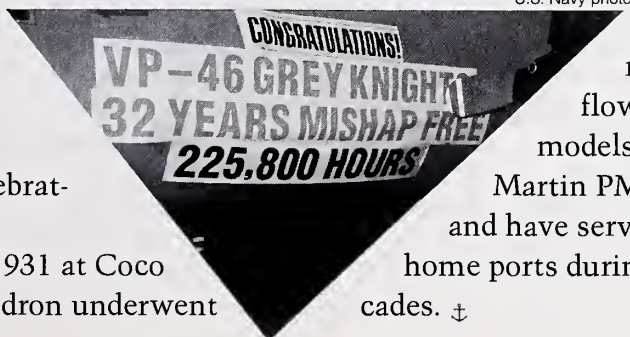
Birthday ...

The oldest continuously operating patrol squadron in the Navy recently observed its 65th birthday. The "Grey Knights" of Patrol Squadron (VP) 46, part of Patrol Wing 10, NAS Whidbey Island, Wash., celebrated 32 years of mishap-free flying.

Commissioned in September 1931 at Coco Solo, Panama, as VP-5S, the squadron underwent

eight name changes before receiving its current designation in September 1948. Squadron members have flown 12 different aircraft models, from the open cockpit Martin PM-2 to the P-3C *Orion*, and have served at five different home ports during the past seven decades. †

U.S. Navy photo



Bearings

Navy helps in remote areas of Alaska

A small toothache can turn into a big problem for people who live in isolated villages across the state of Alaska. Most health problems are handled in tiny village clinics, where trained health aides assess conditions. But sometimes treatment doesn't fall within the scope of an aide's training. This is where joint military programs such as *Arctic Care '96* can fill the gaps.

From helping a little girl with cerebral palsy get around a little better in the village of Buckland, to routine dental care in the small village of Kivalina, the combined efforts of *Arctic Care '96* are improving the quality of life for

those who live in remote areas of Alaska.

Health workers in the communities representing the U.S. Public Health Service, the Indian Health Service and the Maniilaq Native American Corporation identified medical and engineering needs in each village ranging from fixing broken steps to conducting hearing tests and school physicals.

"It's a win-win situation for us," said CAPT John R. Downs, commanding officer of *Arctic Care '96*. "We get the training and people receive the treatment." †

Story by Army Spc. Sharon McBride, Alaska Army National Guard Public Affairs, Camp Denali, Alaska.



Photo by Senior Airman Derek Vincent

CDR Bruce Doll works on Kivalina-native Antonio Sage.

New reserve unit cruises with JFK

Members of Naval Reserve Unit CV 67 0474, Naval Station Mayport, Fla., cruised with their active-duty counterparts aboard USS *John F. Kennedy* (CV 67) during its Operational Propulsion Plant Examination (OPPE).

This was the first opportunity for the newly formed unit to work operationally on board "JFK" while at sea.

The unit provided staffing support to every rate on board, from the main spaces to the flight deck. In many cases, the active-duty personnel benefitted from the expertise of the reservists.

Data processing technicians from the unit were instrumental in troubleshooting problems with several of the ship's personal computers.

Reserve engineers made repairs deemed necessary by the Propulsion Examining Board (PBE).

The deck division from 0474 did a complete overhaul of the captain's gig.

The unit's damage control petty officer qualified the entire E3 division and the HS-75 detachment in adult CPR.

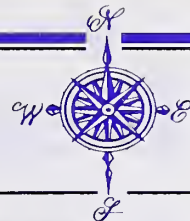
John F. Kennedy is the first and only 'Operational Reserve Carrier' (ORC) in the fleet. Active-duty members make up 80 percent of its crew. Ten percent of the crew consists of active-duty reservists and the selected reservists of 0474 make up the other 10 percent. †



Photo by PH2 Patrick Thompson

OS1 Wally Alfen (left) gets an assist with navigational plotting by reservists OS1(SW) Doug Cole (center) and OS2 Timothy Dave.

Story by LCDR Charles G. Gay, assigned to the Naval Air Reserve, NAS Jacksonville, Fla., public affairs office.



New Zealand "Wonder Dog" sniffs for drugs

It was a typical day for Sam "the Wonder Dog," an eight-year-old black Labrador drug-sniffer who works for the U.S. Navy in Christchurch, New Zealand, the gateway to Antarctica. Twenty-seven people flying to the ice needed to be searched for drugs and contraband, and 20 schoolboys from the New Zealand's Society of St. Pius X religious summer camp wanted to see him in action.

Sam answers to his trainer, Master-at-Arms 1st Class Barry Wildasin. The unusual pair is responsible for sweeping cargo and personnel bound for Antarctica's McMurdo Station. They've been doing it for three years. The police act has searched luggage, caught criminals (which in one case led to a \$10,000 fine) and entertained kids.

The pair works for U.S. Naval Antarctic Support unit (NASU), a permanent logistical staging area for anyone traveling to the southernmost continent, including scientists, servicemen, reporters, VIPs and support workers.

Wildasin, a gentle-speaking, muscular man with graying straw-colored hair, is from Escanso, Calif. Sam was born in Wellington, New Zealand, where he was donated to the New Zealand Police 11 months after his birth. Trainers spent nine weeks developing his sniffing skills.

The training has apparently been successful, according to Wildasin. "He once popped a guy who was smuggling down a marijuana grower's guide, six bongos, 30 grams



of marijuana seeds and five pipes." Sam "the Wonder Dog," searches a traveler's baggage for drugs.

of marijuana seeds and five pipes."

On another occasion Sam had an audience of campers awaiting him after he had cleared an aircraft and its passengers. Wildasin hid a bag laced with the six-month-old residual odor of marijuana. He and Sam then took to the podium to address their audience of about 20 schoolboys.

"What do we say to drugs?"

Barry shouted.

"No," came a ragged answer back.

Then Barry ordered, "Seek!"

Sam ran about the terminal. Sniffing through passengers, priests, campers, soldiers and duffel

bags, he then found and tore into the bag hidden by Wildasin. The bag was badly chewed from previous demonstrations.

"Come on, Sam," Wildasin said, trying to pull the bag out of the dog's teeth. After a struggle greeted by laughter from kids and passengers, Wildasin recovered the bag, stashed it aside and praised his dog. The audience applauded.

Wildasin and Sam perform the demonstrations for similar groups several times a month. Sam never fails to draw applause and attention. †

Story and photo by JO2 David H. Lippman, assigned to U. S. Naval Support Force, Antarctica, public affairs office.

Bearings

Scouts visit USS *Carl Vinson*

USS *Carl Vinson* (CVN 70) was host to 25 scouts and five adults of Cub Scout Pack 546 during the ship's recent port visit to San Diego. *Carl Vinson* was in San Diego to onload squadrons of Carrier Air Wing 14.

Donavan Reily, a Scout who lives

"This is cool."

- Donovan Reily

in San Diego was impressed by the ship. "This is cool," he said enthusiastically, "although it's like living in a maze."

The scouts visited the *Carl Vinson* Memorial room, aircraft

intermediate maintenance department, jet shop, the flight deck, navigation bridge, fo'c'sle and the flag bridge.

One of the chaperones, CAPT David Hearing, former commanding officer of the now-decommissioned USS *Dixon*, assisted the tour guides with his knowledge of carrier operations, jet blast defectors and the purpose of the bridge. "The kids are really inquisitive about everything on the ship," Hearing said. "They're excited about being here."

⚓

Story by SN Anthony Silas, assigned to USS *Carl Vinson* (CVN 70) public affairs office.



Photo by PH2 Troy D. Miller

Scouts from San Diego Pack 546 tour *Carl Vinson*'s flight deck during a recent visit to the aircraft carrier, homeported in Alameda, Calif.

NAVAIRES sends team to Pacific Fleet Match competition

Members of the Naval Air Reserve (NAVAIRES) San Diego shooting team recently competed in the Pacific Fleet Match held at Camp Pendleton, Calif. Naval Air Station North Island, Calif., was also represented at the regional shooting competition.

The match consisted of three rounds — pistol, rifle and pistol/rifle combination. The event is the first stop on the way to the "All Navy" shooting competition in Cleveland.

The eight-man NAVAIRES team, which includes five freshman shooters and three second-timers, scored in the top 50 percent for all of the shooting events.



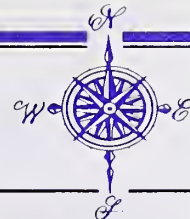
CDR Tom Humphreville of Naval Air Reserve San Diego, aims at the 500 yard target at the Pacific Fleet Match shooting competition at Camp Pendleton, Calif.

The team is looking forward to competing again next year. "We started shooting together once a month in January, eventually

working up to once a week practice sessions," said CDR Tom Humphreville. "After this year's event, the team will start practicing year-round."

Aviation Hydraulic Structural Mechanic 2nd Class Sean Casey said, "With more practice, things become second nature. When you don't practice, you have to think more and can't concentrate on the competition. This year, after shooting in last year's event, things came more naturally. We'll have a highly competitive team with the added practice." ⚓

Story and photo by JO3 Erik Schneider, assigned to Naval Air Reserve San Diego public affairs office.



New pre-BUD/S Selection Course at Great Lakes

To encourage interest in applicants, increase the number of graduates and save permanent change of station costs, the Naval Special Warfare Center has initiated a pre-BUD/S (Basic Underwater Demolition/SEAL) Selection Course hosted at Naval Training Command (NTC) Great Lakes, Ill.

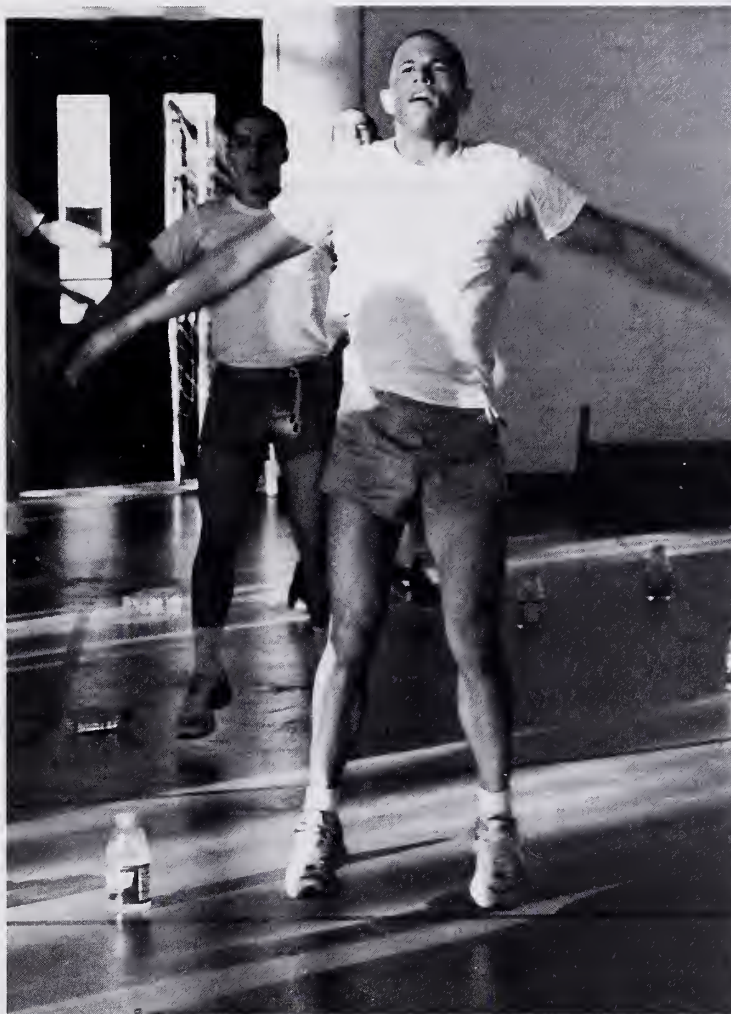
Young Sailors aspiring to become SEALs (members of the Sea-Air-Land force) can now get a taste of BUD/S training, during a one-week training course held each month.

"The course affords an opportunity for mutual assessment," said Chief Warrant Officer 2 Tom Riewerts, division officer, Naval Special Warfare Center, San Diego. "It gives the students an opportunity to see training before they come to Coronado, Calif., (where BUD/S training is conducted), and gives us a chance to test their physical condition and motivation."

The new BUD/S selection course is patterned much after the highly successful officer version, Mini-BUD/s, which is held twice each summer for officer candidates. The course gives Sailors from the fleet, service schools and recruit training a chance to see if they have what it takes to become a SEAL, and provides valuable information to Sailors on how to prepare for BUD/S training.

"We're still in the evaluating and testing stage of the program," Riewerts said. The selection debuted in October 1995 with 15 students, and the numbers have grown each month, according to Riewerts. "We have seating capacity for 100 students every class.

"The early courses have been very effective," he said. In FY94, 25



U.S. Navy photo

percent of the students reporting to BUD/S quit before the first day of training. "This course is designed to prevent that," Riewerts said. It's geared to show students first hand the mental and physical challenges they will face at BUD/S.

The selection course includes drown proofing, lifesaving, underwater knot tying, formation runs and special warfare familiarization. Since the pre-BUD/S course is at Great Lakes, recruits can attend before executing their orders to BUD/S. Personnel can attend in a

travel status as long as they meet all MILPERSMAN requirements for BUD/S and are within one year of their projected rotation date. Naval Special Warfare is funding fleet attendance until FY98.

"It was a good wake up call for me to get ready for BUD/S," said Seaman Apprentice Chandler Eastman, 20, who attended the course in January and will be in BUD/S class 207. †

Story by LT Dee-Dee Van Wormer, Naval Special Warfare Center public affairs office.



Hospital Corpsman 2nd Class Michelle Douglas was selected as Junior Sailor of the Quarter 1st Quarter 1996 at Naval Hospital Corpsman School, Great Lakes, Ill. Douglas, a native of El Segundo, Calif., is an instructor and master training specialist at HM "A" school. Douglas hopes to be a Navy physician's assistant.



Intelligence Specialist 1st Class (SW/AW) Daniel Dundon was named USS *Essex* (LHD 2) 1995 Sailor of the Year. Dundon, a native of Alameda, Calif., was recognized for helping to identify a joint deployable intelligence support system communications router casualty during Operation *United Shield*.



Master-at-Arms 1st Class Edward Brinson was named Naval Air Station Sigonella, Sicily, Sailor of the Year for 1995. Brinson, a Boston native, is the leading petty officer for the 130-person patrol division of the security department. Brinson has been nominated for the Commander in Chief U.S. Naval Forces Europe Shore Sailor of the Year program.



Fire Controlman 2nd Class (SW) Howard J. Bogac was selected as Sailor of the Quarter 1st Quarter 1996 at *Aegis* Combat Systems Center, Wallops Island, Va. The New Stanton, Pa., native was recognized for his leadership and managerial skills. His extensive depot-level repair of a computer controlled action entry panel saved the Navy \$15,000.



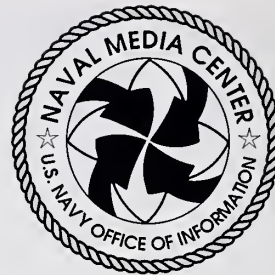
Your shipmate's face could be here! Does your command have a Sailor, civilian employee or family member whose accomplishments deserve recognition? Send a short write-up and full-face B&W, color print or slide to: *All Hands* magazine, Naval Media Center, Pubs Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20374-5080.

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EM3 Felix Montoya of San Antonio and EMFN Jose Badillo of Milwaukee repair a flight deck light aboard USS *Independence* (CV 62) as the ship steams toward their next port call in Manila, Republic of the Philippines.



Name: EW1 Brian D. Ward

Assigned to: Fleet Information Warfare Center, Det. San Diego

Hometown: Santa Fe, N.M.

Job Description: Provides simulation services as opposition forces to fleet exercises, joint exercises and carrier air wing training.

Achievements: Recently helped design and build a custom electronic simulator for field applications.

Hobbies: Rollerblading, gardening and sailing.

Best Part of the Job: "The technical learning challenges I face working with unique electronic systems."

Key to Success: "Dedicate yourself to accomplish your job properly and safely at all cost."



ALL HANDS

MAGAZINE OF THE U.S. NAVY

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Any Day in the Navy

October 1996

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"I see four stars of equal magnitude in the constellation that will guide us: operational primacy, leadership, teamwork and pride."

"The key to that vision will be our great people. They'll give us the best ideas. They'll harness the new technologies. They'll embrace change and make it our ally. And they will continue to make us proud."

— ADM Jay L. Johnson
Chief of Naval Operations



Operational Primacy

"Best Damned Navy in the World."

Maritime dominance.

Forward presence is key to peacetime operations.

Never lose the edge.

Providing our men and women with the best weapons platforms and equipment with which to swiftly and surely execute their operational missions and return home safely as soon as possible.

On course, ready for any challenge.

Ready to provide credible combat power for prolonged on-scene presence.



Leadership

Key at all levels.

Fresh implementation of leadership continuum.

Lead by example.

Leaders know their people.

Lessons of the past are used to chart future.

Supplying Sailors with the tools to succeed.

Serving Sailors through honor, courage and commitment.

Our most important task is to groom future leaders.

Create an environment of dignity, respect and productivity.

We must continue to drive out discrimination and sexual harassment.



Teamwork

Taking better care of each other.

Loyalty.

Mission Oriented: Committed to working as one.

Teamwork — Success through innovation and cooperation.

Teamwork — A basic building block of success.

No room for any form of discrimination.



Pride

The Navy is fully engaged and forward deployed — trained and ready.

We have much to be proud of.

Hold our heads high so that we can see past any obstacles to our destination.

Do the right thing.

Navy — skilled people professionally executing a wide spectrum of missions.

ANY DAY IN THE NAVY ALL HANDS

October 1996, Vol. 954



(Front Cover) 1100 ... Under the belly of an A-6 *Intruder*, ABE1 Reggie Jackson of Kenner, La., gives a signal while performing final checker duties during flight operations aboard USS *Independence* (CV 62). Photo by PH1(AW) David S. Tucker. **I.** 0920 ... EN1 Rickey Beach, a Broomfield, Colo., native, adjusts bunting before the commissioning of USS *Black Hawk* (MHC 58) at Naval Education and Training Center, Newport, R.I. Photo by Ron Fontaine. **(Back Cover)** 1439 ... Conducting a fluid level maintenance check on her bulldozer, CM3 Maria Rael, a native of Denver, applies a little elbow grease to remove an inspection plug at Orote Point Rock Quarry, Guam. Photo by PH1(SW) William Von Seggern.

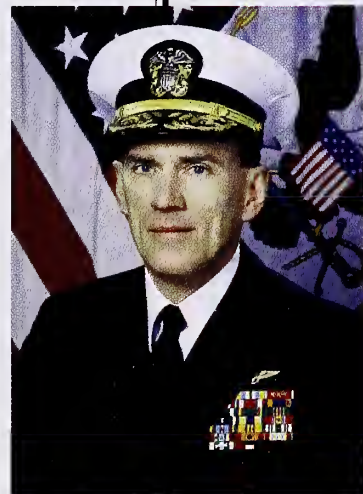
Each day, our Navy people show their pride in service by answering the call and getting the job done around the world. May 9, 1996, was no different. In fact, with 62 percent of our Navy at sea, 111 ships deployed and 14 major exercises/operations in progress, it was a typical busy day for the world's best Navy.

This photo tribute, shot by you and your shipmates, is a wonderful showcase for the great teamwork that *is* our Navy today. Your personal pride and job satisfaction come through loud and clear.

This special issue of *All Hands* tells your story as military professionals in a compelling and convincing way.

As your new CNO, it's my honor to be a part of such a super team. Each of you makes important daily contributions to the many successes of our Navy and for that, I thank you. Keep up the great work!

ADM JAY L. JOHNSON
Chief of Naval Operations









Previous Page: 1000 ... OS2 Adrian T. Bloon, of Washington, D.C., and Childersburg, Ala., native OS3 Tiffanney F. Pearson track surface targets in preparation for fleet operations at the Atlantic Fleet Weapons Training Facility, Roosevelt Roads, Puerto Rico. Photo by PH3 Sheri Dinger Starr. 1. 1615 ... ET3 Jennifer Hebert of Pine Bluff, Ark., and her daughter, Caleigh, pick up a few items at the Naval Base Pearl Harbor commissary before making tacos that night. Photo by JOC(SW) Jim DeAngio. 2. 1415 ... MS3 Roberto I. Yngson, from Manila, Republic of the Philippines, presents a tray of pastries for galley patrons at Naval Surface Warfare Center, Indian Head, Md. Photo by JO2 Chris Alves. 3. 0930 ... IC2 John Dixon of Springfield, Ill., and IC3 Glen Huber of Tonasket, Wash., move a desk up a few decks to its new home aboard USS *Rainier* (AOE 7). Photo by EN3 Debra June Baker.



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ANY

1. 1052 ... While performing a neurological exam inside a recompression chamber, at the Ship Repair Facility, Guam, BM1(SW/DV) William R. Wechsler (left) from Coplay, Pa., uses a pin wheel to test nerve sensation on Fairfax, Va., native HT2(DV) Randall W. Robillard. Photo by PHCM(AW/SW) Mark D. Ball. 2. 1315 ... SN Frankie Price (left), of Chicago, and SN Billy Denbow of Bay City, Texas, take a break from cleaning the engine room of a small landing craft at the Washington Navy Yard, Washington, D.C. Photo by PH2(AW) William G. Lewis. 3. 1330 ... AO1(AW) Dalerie McQueen-Luke of Cincinnati picks up her cap and gown from Bob McChesney before receiving her masters degree in business from New Hampshire College. McQueen-Luke is attached to AIMD Roosevelt Roads, Puerto Rico. Photo by PH1 Michael J. Rinaldi.

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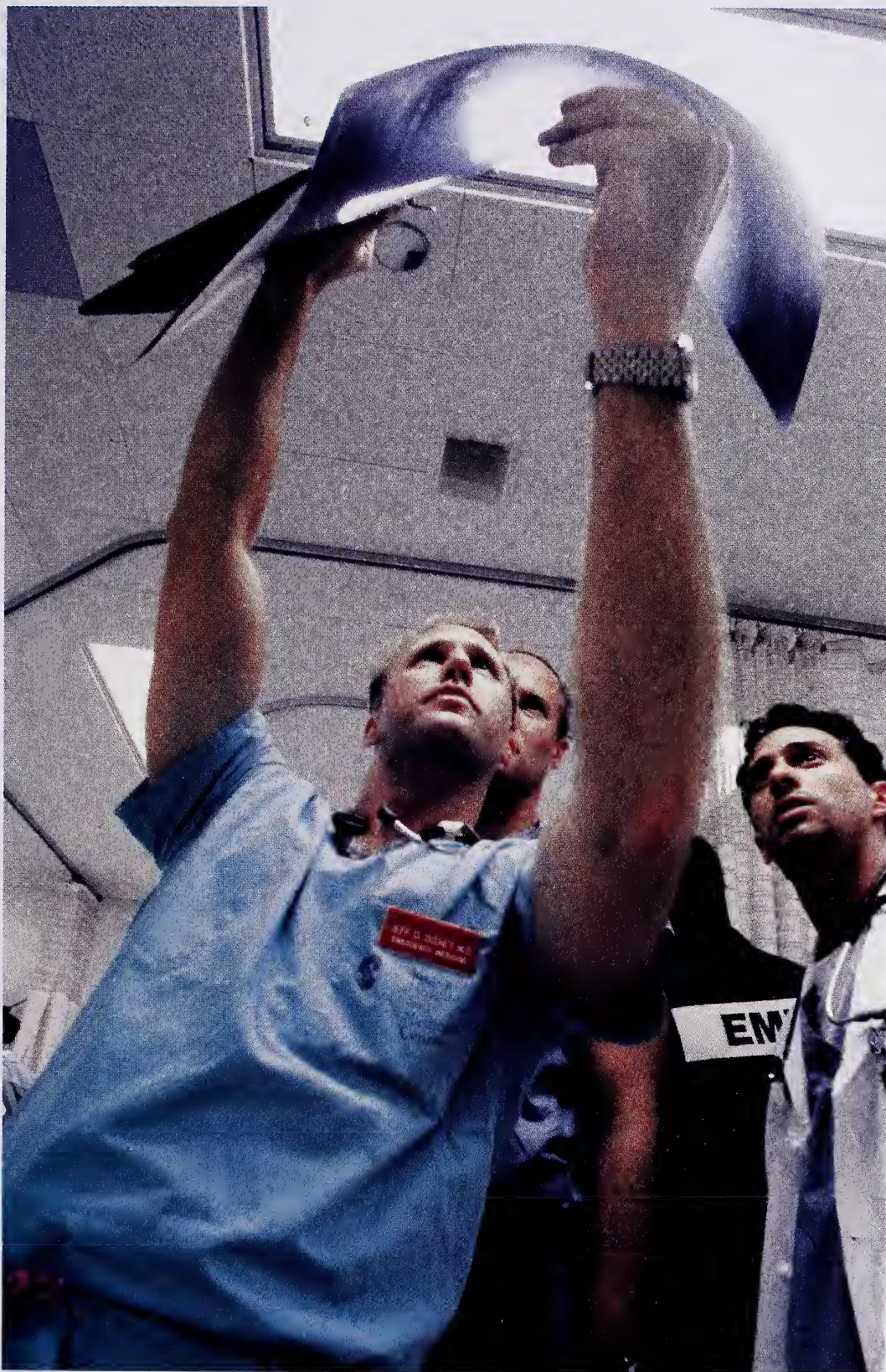




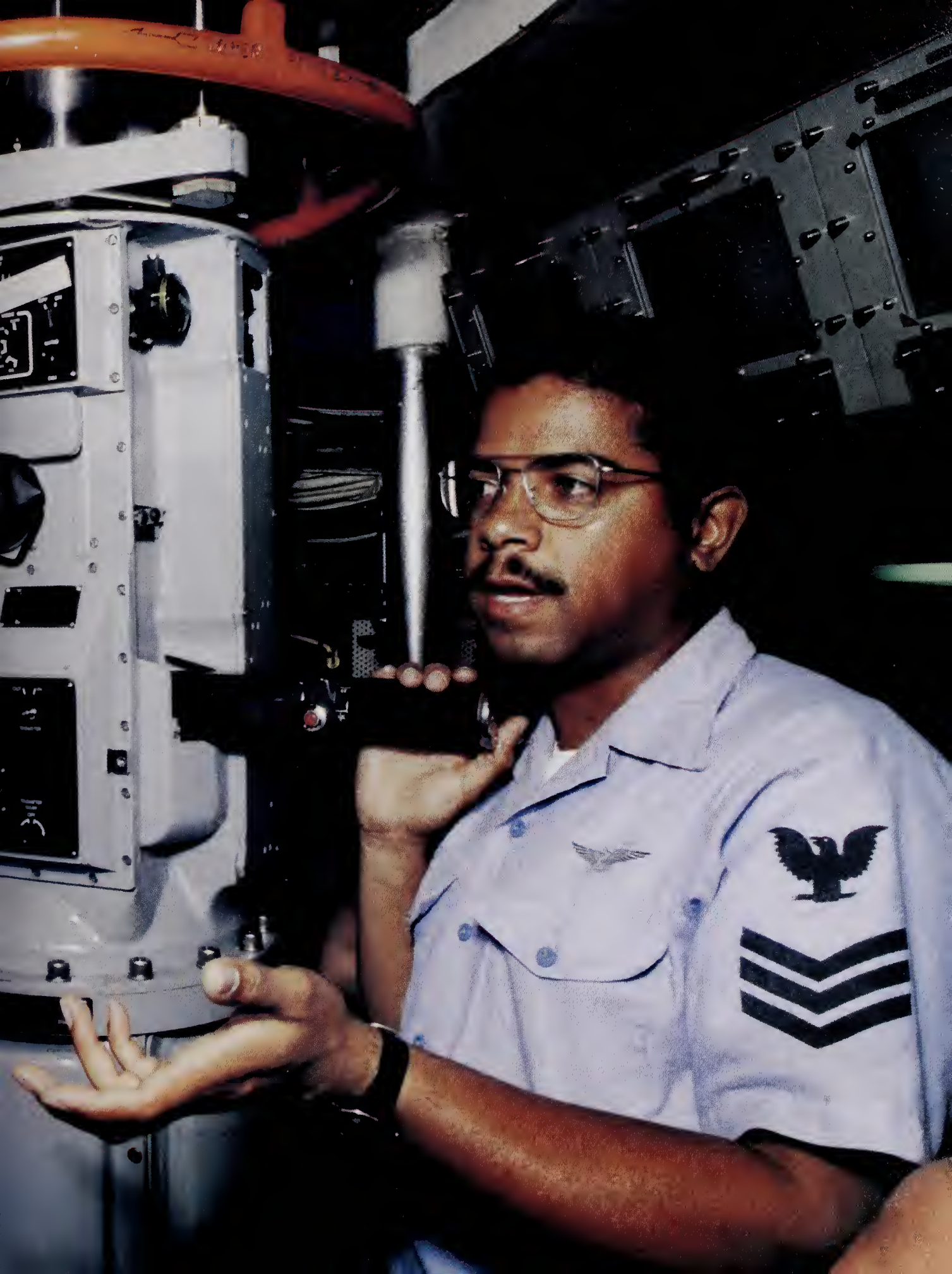


Page 8: 2350 ... A virtual reality game catches the eye of Leading Seaman Shane Lynch during a Pearl Harbor RIMPAC '96 party. Lynch is an Australian sailor stationed aboard HMAS Sydney (03). Photo by PH1 (AW) Don Bray. Page 9: 1130 ... ETSN Michael E. Geiger, of Phoenix, phones the IRS to straighten out finances before deploying in USS Portsmouth (SSN 707). Photo by PH1 Gregory G. Hilton. 1. 0927 ... SWCN Dan Braithwaite (left) of Charlestown, Mass.; SWCR James Lord (right), a Mahomet, Ill., native and SW3 Joe Pugliano of Eaton, N.Y., rivet a section of K-span together while working with NMCB 3 Det. in Guam. Photo by PH2 Kelton L. Washington. 2. 1300 ... Husband and wife, MU1 Allan Willson of Falls Church, Va., and MU1 Heidi Willson, a Torrington, Conn., native, reenlist at Navy Band, Newport, R.I. LT Barney Walker of Chicago is the reenlisting officer. Photo by Ron Fontaine. 3. 2151 ... LCDR (Dr.) Jeff Disney (left), a Long Beach, Calif., native, and Dr. Matthew Levy, a civilian intern, study an emergency patient's X-ray. Photo by PH1(AW) Rich Oriez.

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DAY

Previous Page: 0910 ... PH1(AW) Don E. Bray, a Scottsdale, Ariz., native, instructs photo team members aboard USS Kamehameha (SSN 642) on operating the Type 18 photographic system. From left, STS3 Todd N. Hamiel of Santa Rosa, Calif.; STS2(SS) Jeff A. Lawson of Charlotte, N.C.; and EM3(SS) Lawrence I. Crabtree of Wheeling, W.Va. Photo by PH1 Gregory G. Hilton. 1. 0833 ... AW1(AW) Gregg takes a break from work at Tactical Support Center Sigonella, Sicily. Photo by OTAC(SW/AW) Schneider. 2. 2100 ... SN Mitchell Rynolds makes swabbing decks aboard USS Blue Ridge (LCC 19) not just a job — but an adventure. Photo by PHAA John T. Parker. 3. 0925 ... MSSN Christinea Xanthaky of Oneonta, N.Y., prepares a salad bar for dinner at Neptune Hall at NAS Brunswick, Maine. Photo by PH2(AW) Novia E. Harrington.



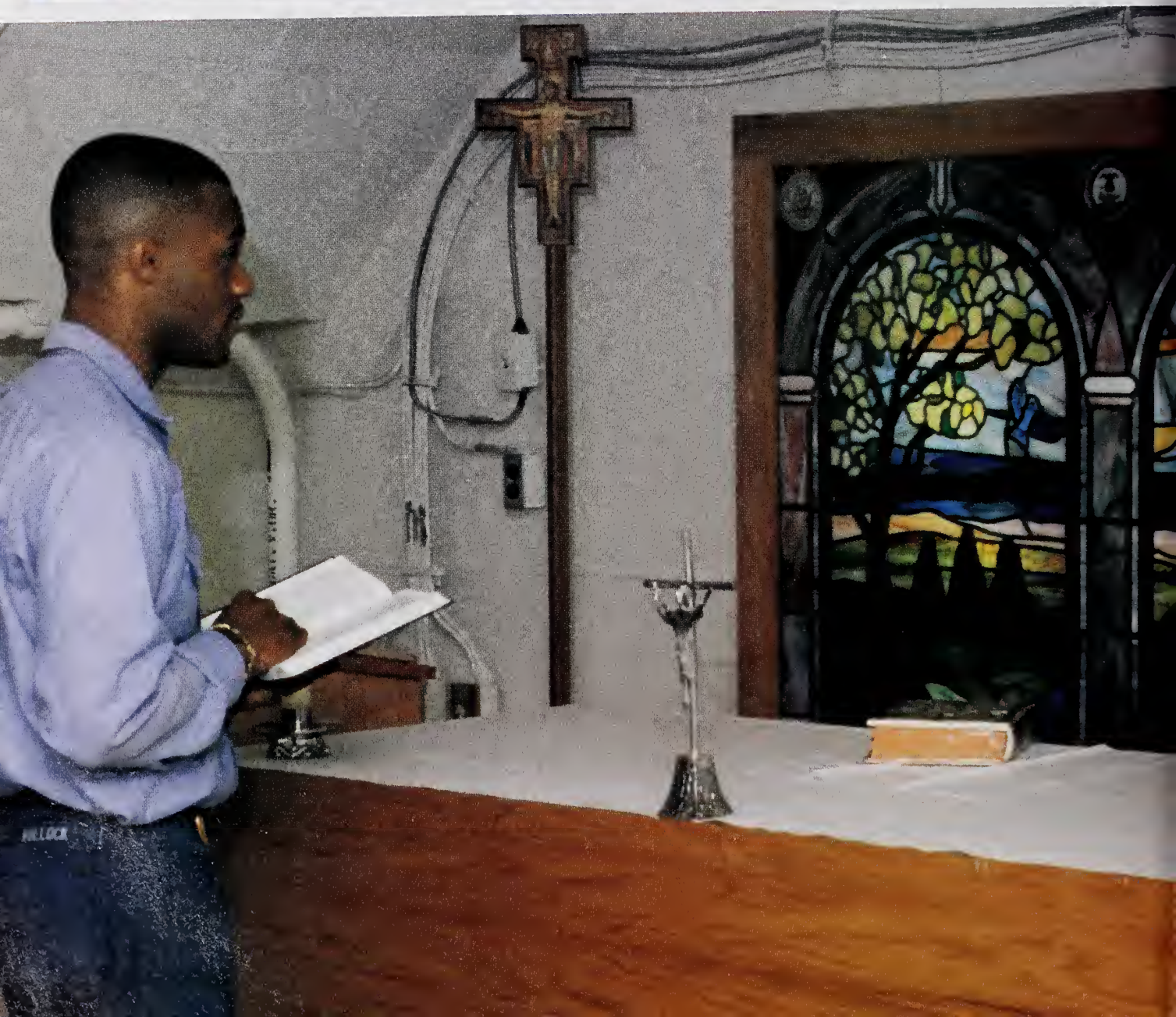


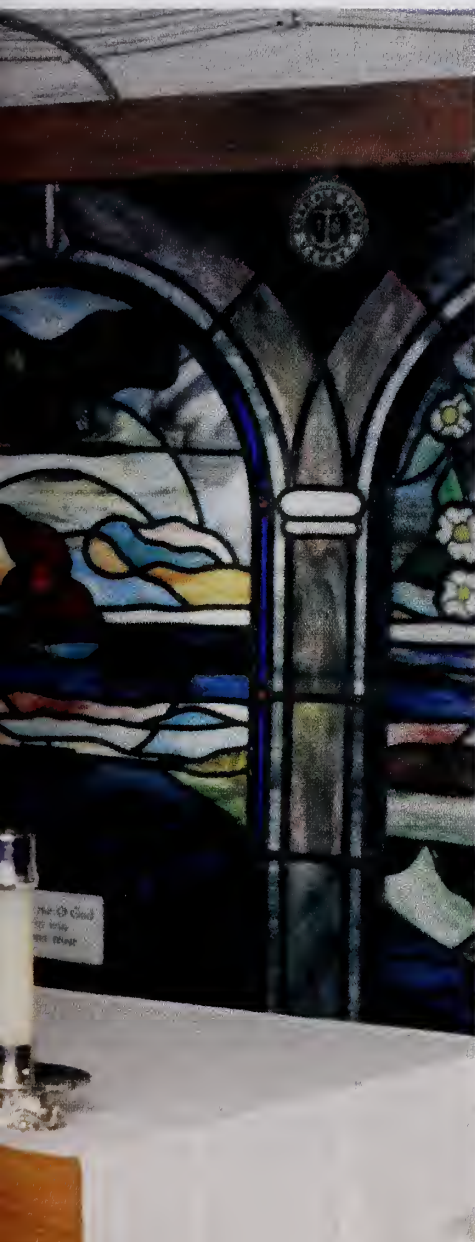
1. 1635 ... After an unscheduled dry dock for USS *Hewitt* (DDG 966), ENS Darrin L. Woods (left) of Monroe, La.; ENS C.J. Robb (center) of Acme, Pa.; and ENS Todd B. Mencke of Tucson, Ariz.; show they're just as sharp as their ship. Photo by PH3 Jett P. Dempsey. 2. 1243 ... AD1(AW) Everard Lord, a native of San Fernando, Trinidad, takes a tool inventory aboard USS *Boxer* (LHD 4). Photo by PH3 Brad Anderson.





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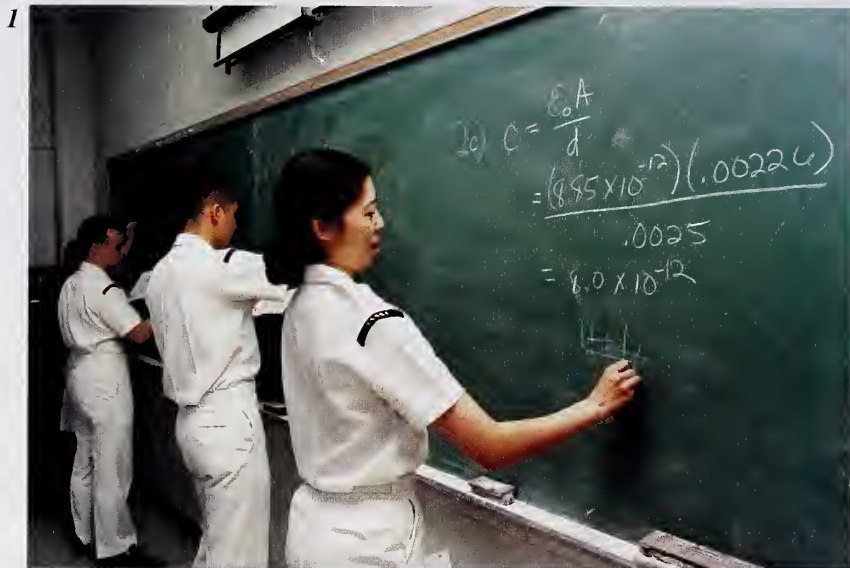




D A Y

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1. 0800 ... CE2 Armando Edraisa (left) of Iba, Zambales, Republic of the Philippines, and AT1 Donald Drayer, of Lemoine, Pa., check identification cards at the front gate, NAS I Sigonella, Sicily. Photo by Felimon Barbante. 2. 1020 ... RP3 William Bullock of Daytona Beach, Fla., worships in the chapel of USS *John C. Stennis* (CVN 74). Photo by PHAA Garold Robinson. 3. 1757 ... Recruit Division 213 forms up to head back to the barracks at Recruit Training Command, Great Lakes, Ill. The recruits carry roses to present to their parents. Photo by Maria E. Paniagua-Avelino. 4. 1345 .. Seaman Rachael Kreuser (left), from Kenosha, Wis., and BM2(SW) Timothy Manning, from Dillon, S.C., add a little touch up paint to keep their tug, USS *Dekanawida* (YTB 831) looking it's best. Photo by PH1(AW) Alex C. Hicks.





1. 1035 ... BOOST students AE2(AW) Christopher Mercer (left) of Louisville, Ky.; SA Charles Maldonado (center) of Los Angeles and AZ2 Glenda Pollard of Jumping Branch, W.Va., work on a physics problem. Photo by Ron Fontaine. 2. 2400 ... RIMPAC '96 Sailors burn up the floor during "Cowboy Night" at the Paniola Club on

Pearl Harbor. Photo by PH1(AW) Don Bray. 3. 0710 ... Midshipman Candidate Napoleon DeVeaux (left), of Gadsden, S.C., and Midshipman Candidate David Burroughs of Alta Loma, Calif., both members of the NAPS drill team, practice for pass-in-review. Photo by Ron Fontaine. 4. 1650 ... SKSN Marcus Smith (left) of Hampton, Va.;

AK2 Daniel Suguitan (center) of Ilagan, Isabela, Republic of the Philippines; and HTFN Gilbert Garcia of San Diego, members of Hose Team 2 aboard USS *Abraham Lincoln's* (CVN 72) in-port emergency team, simulate lighting off their OBAs during a fire drill. Photo by PH3 Sheryl K. Seay.



1. 1100 ... CDR Juan L. Chavez, an Espanola, N.M., native, is piped ashore after a change of command ceremony where he assumed command of *Steadfast* (AFDM 14), San Diego. Photo by PH3 Marion Rooms. 2. 1700 ... Sailors look forward to mail call on board USS *Guam* (LPH 9). Photo by JO3 E. Michael Wagner. 3. 1200 ... AO1(EOD/AW) W.A. Bastable, from Two Rivers, Wis., positions himself to rappel from an HC-1 HH-46 *Sea Knight* as jumpmaster OS1(EOD/SW) R.L. Keefover (left) of Venus, Texas, and AO2(AW) Jay MacDonald of Woodward, Okla., guide him. Photo by PH3 Bob Houlihan.







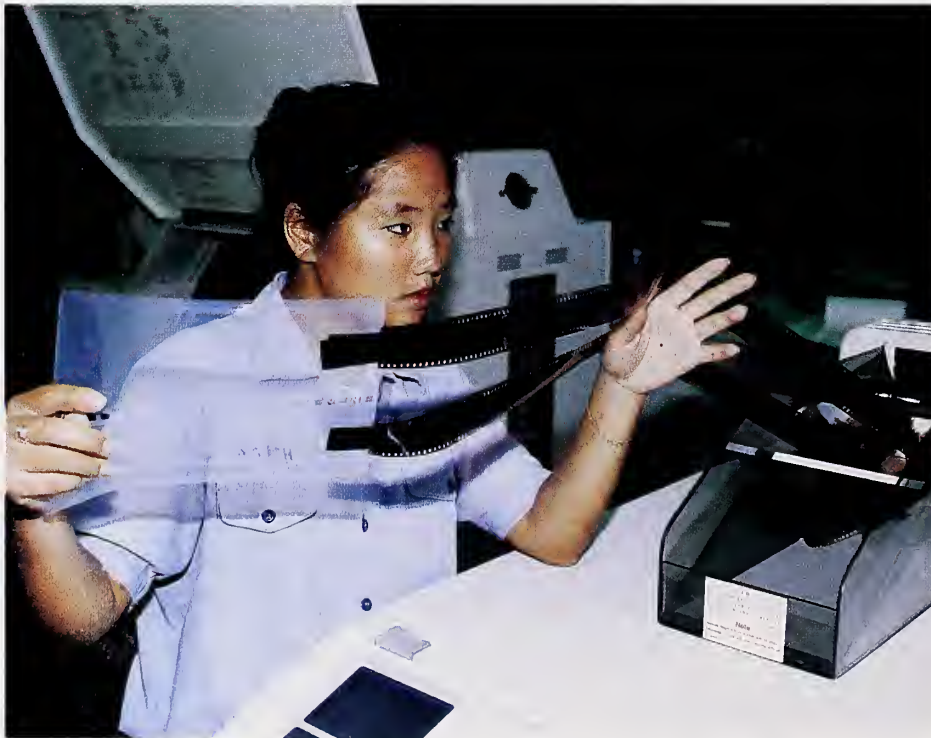


1. 1215 ... Under the scorching sun of the Arabian Sea, air department crew members on board USS George Washington (CVN 73) conduct a flight deck "scrub-ex." Photo by PHAN Kris White.



ANY

1. 1439 ... ABH1(AW) Scott Fuller directs several helicopters during an in port, fly-on aboard USS *Essex* (LHD 2). These Marine helicopters are from HMM-166, Camp Pendleton, Calif. Photo by PH1 Charles M. Abell. 2. 1409 ... PHAN Laurel L. Smith, from Muscatine, Iowa, inspects film shot during the "Any Day in the Navy" photo shoot at Fleet Imaging Center Pacific, Guam. Located next to the International Date Line, Fleet Imaging Center Pacific Guam recorded the first images for the "Any Day in the Navy" project. Photo by PH2 (NAC) Rex B. Cordell. 3. 1500 ... BM2(SW) Cesar R. Gelle, a Virginia Beach, Va., native, calls away sweepers while standing boatswain's mate of the watch duty aboard USS *Guam* (LPH 9). Photo by PH1 R.L. Scharf.



day

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2



1. 1530 ... LT John L. Rabin a New York native, swears in future recruits at the MEPS in Baltimore. Photo by JO1(SW) Jim Conner. 2. 1036 ... "Men working aloft" is evident as Sailors clean up the superstructure of USS *Lake Erie* (CG 70) while in port at Pearl Harbor. Photo by JO2 Robert Benson. 3. 0900 ... EN2 Jeremy Elmer, a Cartersville, Ga., native, inspects a lube oil sample. Photo by LT L.K. Nguyen. 4. 0821 ... BT3 John Bates, from Madrid, Nebr., lights the fire in the No. 2 boiler on board USS *Belleau Wood* (LHA 3). Photo by PH1 K.J. Judy.

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1. 1320 ... Marine Cpl. Harvey Brooks, from Gaston, S.C., gives a thumbs-up when asked if he was glad to be back on board USS *Trenton* (LPD 14). Photo by LT M.D. Himmler. 2. 1355 ... Students at the Naval Diving and Salvage Training Center, Panama City, Fla., are ready for their scuba in-water problem solving performance test. From left are: Marine Sgt. Rodney Towery of Escatawpa, Miss.; HM3 Jeffery Tate of Springdale, Ariz.; Marine Cpl. James Renteria of San Dimas, Calif.; and HM3 Cordell Privat, from Osage City, Kan. Photo by IC2 Michael L. Brewster. 3. 1522 ... AA Jennifer M. Trimpe, of Charlottesville, Va., waits for a ride to the Pensacola, Fla., airport after graduating from the Rescue Swimmer School. Photo by PHC(ret.) Art Giberson.





1



2



1. 1130 ... Five-year-old Sarah Cole waits pierside in Norfolk, for her dad's ship, USS *Kearsarge* (LHD 3) to come in. Photo by PH1(AW) Alex C. Hicks. 2. 1530 ... SM1 Kevin Wilson inspects the anemometer at the top of the 150-foot Harbor Control Tower at Naval Base Pearl Harbor. Photo by JO2 Robert Benson.



1



1. 0800...AMS3 Susan Black, from Springfield, Ohio, demonstrates what to check for when conducting a pre-flight inspection on an SV-2 survival vest. Photo by Richard Bussey. 2. 0932 ... An Adopt-A-Highway cleanup team from Submarine Logistics Support Center, Bremerton, Wash., SKCS(SW) Russell Agana (left) of Palauig, Zambales, Republic of the Philippines; SK3(SS) George Ureste (center), from Port Lavaca, Texas; and SK2(SS) Richard Smith of Tuscaloosa, Ala., retrieve a discarded tire from the side of the highway. Photo by Donna Marie Busha. 3. 1030 ... LCDR (Dr.) Ed Batchelor, a St. Charles, Mo., native, performs dental work on LT Tracy Nerone of Staten Island, N.Y., at the Washington Navy Yard Dental Clinic, Washington, D.C. Photo by PH2 Ephraim Rodriguez.

2







1. 1900 ... Sailors aboard USS *Mount Whitney* (LCC 20) spend their leisure time playing a hockey video game. Photo by PH2 Mark E. Ward. 2. 1330 ... BM2 Tina Figueiredo, a Fort Bragg, Calif., native, announces "men working aloft" over the 1MC while standing petty officer of the watch duty on board USS *John C. Stennis* (CVN 74). Photo by PHAN Mike Larson. 3. 1100 ... YN1 Patricia L. Hill, a Meridian, Miss., native, enjoys a much-needed break between UNREPs aboard USNS *Rappahannock* (T-AO 204), San Diego. Photo by YN1 Patricia L. Hill. 4. 1530 ... QM3 Dean J. Bartholomew, from Buras, La., keeps the golden anchor of USS *Tempest* (PC 2) rust free. Photo by JO2 Shawn T. Yebba.



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1. 0630 ... SN Mitch Reynolds of Warden, Wash., gets a laugh from fellow shipmates as LI2 Gegantoca, from Tucson, Ariz., native, gives him a haircut before quarters aboard USS *Blue Ridge* (LCC 19). Photo by PH3 Jett P. Dempsey. 2. 1800 ... Search and rescue (SAR) swimmers, AT2 Steven Riefer (bottom), of Anaheim, Calif., and AMS3 Steven Goldsby, of Arlington, Tenn., are hoisted out of the water after jumping out of the back of their SH-46 helicopter. Both swimmers practice SAR jumps as a part of HC 5's mission readiness. HC-5 maintains a year-round SAR alert for Guam and the Northern Mariannas Islands. Photo by JO2 Mark Kane.





1. 0930 ... Sailors in Naval Amphibious Base Little Creek's administration department handle letters of appreciation, request chits and many other administrative tasks for their fellow shipmates. Photo by JO2 Shawn T. Yebba.

2



2. 0650 ... LT Gregory E. Thomas, of Detroit, lifts his 2-year-old son, Daniel, out of his car seat before Daniel begins a playful day at the Submarine Base Pearl Harbor Child Development Center and dad goes to work at Pearl Harbor's Navy Medical Clinic. Photo by PH1 Gregory G. Hilton.

3. 0200 ... AE2 John Bennett from Sylacauga, Ala., jogs to stay fit while at sea aboard USS Independence (CV 62). Photo by PH1(AW) David S. Tucker.







I. 1613 ... ABF2 Karl Thomsen (left), of Akron, Ohio, and ABFAN Mark Bastys, of Chicago, perform fuel hose maintenance on the flight deck of USS George Washington (CVN 73). Photo by AN Joe Hendricks.

1. 1500 ... Public Works Spill Response Team members, BU1 Todd Dirksen (left) of Hampton, Iowa, and BU1 Tom Roedel of Cahokia, Ill., perform air quality tests during an individual skill exercise for NAS Sigonella Public Works and Fire Department participants. Photo by LT Barbara Burfeind. 2. 1301 ... Keith Nance (left), of Yuma, Ariz., and AN Mark Brown, of Belton, Texas, empty an aluminum can recycling container. Photo by Linda Johnson. 3. 0830 ... CAPT William Mark Yerkes of Ponca City, Okla., wears a helmet-mounted, visual display while in a flight simulator at the Naval Air Warfare Center Training Systems division, Orlando, Fla. Photo by Don Smith.



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1. 1213 ... A ritual for every officer candidate's school class before entering the galley, OCS Class 19-96 "launches chrome domes" during the class's first week aboard NAS Pensacola, Fla. Photo by Scott D. Hallford. 2. 1413 ... SKSA Carry Kennedy, of Campbellsville, Ky., processes an issue requirement for a medical item at FISC Yokosuka, Japan. Photo by Kazuyuki Takagi. 3. 1515 ... CAPT J.A. "Tony" Mallory, a Montgomery, Ala., native and commanding officer of NSA Memphis, inspects various areas of the base while riding his horse, Trojan. Photo by Howard Wayne Smith.

Of the roughly 2,300 images submitted to this year's "Any Day in the Navy" project, only 67 appear in this issue. Images were chosen for Navy community representation, content and technical merits. Images not chosen for this issue are archived and will be used in future publications. A special thanks go to those who submitted images that do not appear here.

The images that are seen in this issue are typical photos that *All Hands* magazine needs on a daily basis. Please send us imagery like this, with a caption sheet attached, at any time. We appreciate your support for this project and for future submissions to *All Hands*. Keep shootin'!

A very special thanks to the following people for their skill, expertise and many hours of support in the production of this issue of *All Hands* magazine:

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USS *Trenton* (LPD 1)

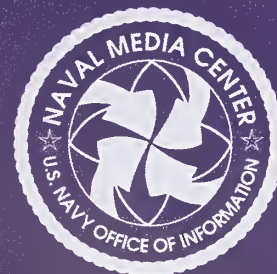
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2000...AMS3 Kevin Killworth of Newark, Ohio, climbs down a ladder of an F/A-18C *Hornet* parked on the flight deck of USS *George Washington* (CVN 73). AMS3 Killworth is attached to the "Wildcats" of Strike Fighter Squadron 131. Photo by PH1(AW) Philip St. Gelais.



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Where quality
of life begins
November 1996



Desert Strike

U. S. Navy cruiser USS *Shiloh* (CG 67) and destroyer USS *Laboon* (DDG 58) launched 14 *Tomahawk* cruise missiles early the morning of Sept. 2, 1996, at targets in southern Iraq in response to continuing Iraqi military operations against the Kurdish population of northern Iraq.

Late that evening, President Clinton ordered three Navy surface combatants and a submarine to launch a second strike of 17 *Tomahawk* cruise missiles against selected air defense targets in Iraq.

"Saddam Hussein demonstrated once more his willingness to use military power recklessly, and we demonstrated once more our willingness and capability to check that power and deter Saddam Hussein," said Secretary of Defense William Perry.



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On the Covers

Front Cover: Photo by R.D. Ward, assigned to the Office of the Secretary of Defense, Washington D.C.

Back Cover: Photos by OS2 D. Kevin Elliot.

Inside Front Cover: Background and center left photos by PH1 Wayne W. Edwards; lower right photo by PH2 Jason Drake and the upper left photo is a U.S. Navy photo.



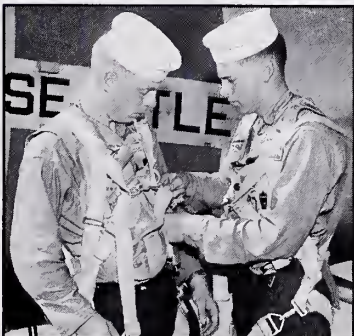
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EOD seeks volunteers

Are you interested in diving, parachuting and demolition? Have you ever dreamed of training a dolphin or sea lion? Or maybe providing protective services to the president of the United States?

As a Navy explosive ordnance disposal (EOD) technician you can perform these special duties and more, and get paid extra for doing it. Usually, EOD technicians make fired duds and unexploded ordnance safe wherever they pose a threat to military and civilian personnel.

EOD personnel are trained to make modern and obsolete U.S. and foreign ordnance safe to handle. This includes nuclear, chemical, conventional, undersea and terrorist explosive devices.

In addition to extra pay and challenging duties, EOD is recognized as a naval warfare specialty and earns extra points toward advancement. EOD technicians are currently eligible for selective reenlistment bonuses available in zones A, B and C of up to \$20,000.

Openings for qualified men and women are now available at Naval School, Explosive Ordnance Disposal. Training is physically and mentally demanding, and takes more than one year to complete. To be considered for training you must:

a. be 30 years of age or less at the time your application is accepted. Age waivers are considered for



U.S. Navy photo

personnel who perform well on the PT test.

b. be in pay grade E-1 through E-6. Personnel E-3 and below must be designated and are accepted on a case-by-case basis.

c. possess a minimum combined ASVAB score of VE + AR = 110. MC = 50.

d. have a minimum 24-month obligated service as of class graduation date.

e. have no NJP for the previous 12 months.

f. have no adverse performance marks for the previous 36 months.

g. pass a dive physical exam.

h. pass a hyperbaric pressure test.

i. be screened by an EOD techni-

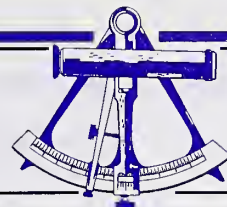
cian and pass the EOD physical screening test.

j. Be eligible for a secret clearance based on a background investigation.

k. Be recommended by your current commanding officer.

For more details refer to BUPERS Manual, Article 1410380. Naval officers are encouraged to apply for EOD through the special operations officer program as outlined in BUPERS article 1420180. For further information on EOD, contact your nearest EOD unit. In San Diego call EODMU 3 at DSN 577-5760 or commercial (619) 437-5760 and ask for the EOD recruiter.

⚡



Transition benefits

Questions concerning transition benefits should be directed to your nearest Family Service Center's Transition Assistance Office or Military Transition Site.

For more information, BUPERS points of contact –

- ID Cards: DSN 224-8188/(703) 614-8188/1-800-443-9297
- Education Info: DSN 224-5934/(703) 614-5934
- Application Processing: DSN 224-1952/(703) 614-1952
- Program Policy: DSN 693-0814/(703) 693-0814
- FORMAN/Pay: DSN 224-1203/(703) 614-1203
- Survivor Benefit Plan: DSN 223-1265/(703) 614-1265
- L4/L5: DSN 223-7987/(703) 693-7987

DFAS-PIN

Sailors no longer have to wait to get through to the Defense Finance and Accounting Service (DFAS) in Cleveland.

Personal data on allotments, bonds, direct deposit, taxes and more is now available with the Interactive Voice Response System (IVRS). It allows active-duty Sailors access to their own pay information 24 hours-a-day, seven days-a-week.

All it takes is a Sailor's initial call to DFAS Cleveland's toll-free customer service line (1-800-346-3374). On the first call, customers are asked to enter their Social Security Number (SSN) and a personal identification number (PIN). PINs, for the first call only, will be the last four digits of the Sailor's SSN.

Callers will then be required to customize their PIN by entering their choice of four digits and their current date of rank. The customized PIN then replaces the start-up PIN, giving the caller complete access to the account.

For information on the new IVRS, call DSN 580-6338 or commercial (216) 522-6338. ⚓

Reserve HYT

Petty officer 3rd class Selected Reservists assigned to Voluntary Training Units because of high-year tenure (HYT) are authorized to return to a pay status. The Bureau of Naval Personnel also authorizes a waiver for E-4s who reach HYT (14 years) during 1996, to remain in a pay status until Dec. 31, 1998.

E-4s accepting the waiver must

sign a Page 13 (NAVPERS 1070/613) to acknowledge waiver limitations. This Page 13 must be witnessed by the supporting Naval Reserve activity's commanding officer or designated personnel with "By direction" authority. E-4 personnel will not be placed in pay status until the Page 13 entry is signed and forwarded to Commander, Naval Reserve Force. ⚓

"M" devices for Reserves

Reservists who have performed qualifying active-duty service in support of a designated contingency operation on or after Aug. 1, 1990, are now authorized to wear a bronze "M" mobilization device.

Approximately 282,000 reserve and National Guard members are eligible to wear the device, including participants of the Persian Gulf

War, Operation *Restore Hope* (Somalia), Operation *Uphold Democracy* (Haiti) and Operation *Joint Endeavor* (Bosnia).

The "M" device will be worn on the Armed Forces Reserve Medal. The new executive order accommodates service for both longevity and for mobilization through the use of bronze, silver and gold hourglass

devices designating 10, 20 and 30 years of reserve service; the "M" device for service during a mobilization or contingency designated by the Secretary of Defense; and an Arabic numeral indicating the number of times the "M" device has been awarded.

For more information contact Lt. Col. Terry Jones at (703) 695-3620. ⚓

Four different backgrounds

Story by JOC Cleve Hardman and JOC Charlotte Crist



**Reserve Sailor of the Year
ADC(AW/NAC) Rachelle D. Stiffler**

Chief Aviation Machinist's Mate (AW/NAC) Rachelle D. Stiffler's journey to the top began in February 1980. Her first assignment was as an undesignated striker with Fleet Air Reconnaissance Squadron (VQ) 4 at Naval Air Station, Patuxent River, Md. She struck for the aviation machinist's mate rating.

She married William W. Stiffler, also an aviation machinist's mate on active duty, in 1984 at Patrol Squadron (VP) 45, NAS Jacksonville.

"My children, my husband and my parents, Herbert and Mildred Johnston, have been so supportive of the choices I have made," she said. "They share me with the Naval Reserve."

In August 1992, she became the first female crew chief in the C-9 community.

"Being a female crew chief on a C-9 is challenging," she said. "It was a little tough, but displaying professionalism was what got me through. I continued to do the best job I could working with the many men and now more women in my field."

Her thoughts on being selected as the best enlisted Selected Reservist?

"I don't feel I'm the most deserving," she said. "I have a big responsibility. It means a great deal." ‡



**Pacific Fleet Sailor of the Year
BMC(SEAL) Bryan Yarbro**

For Chief Boatswain's Mate (SEAL) Bryan Yarbro, exploring the depths of the sea was his favorite pastime by the age of 13. Trained and inspired by his uncle, a retired Navy SEAL, Yarbro was fascinated by scuba diving. He couldn't wait to join the Navy and become a SEAL.

"I'm sitting on top right now," Yarbro said. "I wouldn't be here without the people I had working for me. I didn't do anything significant — they did."

In addition to the inspiration drawn from his uncle, Yarbro credits two other master chiefs for his development: his Command Master Chief, ENCM(SEAL) Bill Scullard and ENCM(SEAL) Tom Edwards, who helped him grow up through the course of his Navy career.

"I had to grow up," Yarbro said. "The more I grew — mentally, professionally and spiritually — the more I enjoyed my job."

Yarbro reports for a two-year tour of duty in the office of the Pacific Fleet Master Chief.

"I haven't decided what I'm going to do yet," Yarbro said of his future plans in the Navy. "I want to get out into the Pacific Fleet and make an impact," Yarbro explained. "I want Sailors to see me for myself, not as a Sailor of the Year or a SEAL." ‡

One common trait – Excellence



**Atlantic Fleet Sailor of the Year
AWC(AW) Charles W. Kixmiller Jr.**

Chief Aviation Anti-Submarine Warfare Operator (AW) Charles W. Kixmiller Jr.'s 13-year Navy career has been a series of success stories. Since enlisting in 1982, Kixmiller has taken on the tough jobs and completed them with excellent results.

"Each year, only four people in the U.S. Navy are promoted to chief petty officer [through selection as Sailor of the Year]. It's a very humbling experience, and I'm very honored," Kixmiller said. "It was the leadership of my chiefs, particularly the command master chief of VS-32 that helped me."

Kixmiller reports for a two-year tour in the office of the Atlantic Fleet Master Chief.

"I want to learn how to be the best chief petty officer I can, like the people that got me here," Kixmiller said.

"I think I'm going to like being a chief. When things go haywire or the commanding officer needs something, where does he go? He asks the chief. Down the road, I'll figure out what I want to do. Maybe one day, I'll sit in the MCPON's chair," Kixmiller said. †



**Shore Sailor of the Year
GSEC(SW) Atkins Jinadu**

Chief Gas Turbine System Technician (Electrical) (SW) Atkins Jinadu was born in London, and raised in Nigeria, Africa. After graduating from high school, he traveled to the United States under a grant by the U.S. Agency for International Development, earning a master's of science degree in industrial management from Central Missouri State University.

In 1986, inspired by the movie "Top Gun," he enlisted in the Navy.

"I am not the best, and by no means will I ever be the best," Jinadu said. "The best are out there, we represent them. I am deeply honored."

Jinadu draws inspiration from them. "Ordinary heroes motivate me. Not only those in the military, but all [those] with a commitment to certain ideals," Jinadu explained.

He also credits his family and those for whom he has worked in his Navy career. "My wife, our kids and the people I have worked for and with since I came in the Navy have inspired me," he said.

Jinadu will transfer for a two- year tour in the office of the Master Chief Petty Officer of the Navy. †

Hardman is assigned to the Office of the Master Chief Petty Officer of the Navy; Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk; and Schuller and Cuthie are with the Fleet Reserve Association.

American Indian aims to be someone special

Story and photo by LT Dee-Dee Van Wormer

Every year, hundreds of eager students come to Naval Special Warfare Center, Coronado, Calif., ready to face Basic Underwater Demolition/SEALS (BUD/S) for a chance to be a SEAL. A common motivational phrase repeated during this intense 25-week course is, "Be someone special."

The students who come to Coronado come from all walks of life and every imaginable background. Among the current group of student of Class 208 is Aviation Technician 3rd Class Shawn D. Begay.

Begay, a full-blooded Navajo, was born and raised on the Navajo Nation Reservation in Tuba City, Ariz. Being raised on a reservation afforded Begay an experience most other students are unfamiliar with.

"Being on the reservation was more of an open space environment. We were able to travel as much as we like without boundaries," said Begay.

He also feels there was a much greater sense of community because most people on the reservation either know each other or are related. Begay received a great deal of his cultural influence from his parents who still practice many of the traditional ways.

While he was growing up, Begay was able to participate in various ceremonies, such as healing ceremonies, squaw dances and seasonal ceremonies. Most of these ceremonies promote either physical or spiritual well-being. Most people on the reservation either remain there or go to cities such as Phoenix for a change of scenery. However, Begay chose a different route.

Begay was always interested in special operations forces. After high school, he headed north to Dixie College in St. George, Utah. He remained there for one year then transferred to Fort Lewis College in Durango, Colo. There, he studied mechanical engineering before financial need intervened. Begay decided the Navy had the most to offer and enlisted in September 1994.



Begay's father had served in the Army during the Vietnam War, so he originally considered joining the Army. However, the opportunity to be a SEAL convinced Begay that's where he wanted to be. Begay learned to swim at an early age and was fascinated by the opportunity to work in the water. After boot camp, Begay attended air crew and rescue swimmer school in Pensacola, Fla. Then he went to Milington, Tenn., for "A" school before reporting to BUD/S.

Begay has found BUD/S to be extremely challenging. "A lot of places claim to demand 110 percent, but this is the only place I've ever been where that's true every single day," he said.

Begay is fluent in Navajo and being able to speak another language is usually a plus for SEALs, but Begay knows he must graduate first. He is very optimistic about his training, "Special Warfare gets to do jobs others can't do while working with the best people, and that's why I'm here." †

Van Wormer is assigned to Naval Special Warfare Center public affairs office

Carter Hall Sailor keeps tradition alive

Story and photo by JO2 Jeffrey McDowell

The dance is performed like it has been for centuries. The dancer pats the grass underfoot to the rhythm of the traditional tom-tom. His moccasins mimic the beat and his colorful costume flutters in the breeze. The bird feathers he holds in his hand help accentuate the timelessness of his dance. When the music takes hold, the dancer and the dance become one.

This is a traditional American Indian grass dance performed by a full-blooded Navajo brave. This particular dance evolved from the Northern Plains Indians and was adopted by the Navajo tribe of the Southwest hundreds of years ago.

Through his graceful movements he recounts a story told to him years before on the reservation by his elders. The story tells of a handicapped boy who yearned to dance with the other members of his tribe, but was denied because of his disfigurement. One night in a dream, the boy envisioned a garment made of grass. The following night, he emerged with his new dance regalia, used a scarf to disguise his face and performed his solo dance to the amazement of the others. Today, the dance is performed to help bless a piece of ground where a powwow takes place.

The music plays out, the chanting ends and the grass dancer returns to the powwow. This isn't a scene in a movie shot in the southwest. The dancer is Fireman Delano Ashley who is stationed aboard USS *Carter Hall* (LSD 50). His performance is his way of keeping his American Indian heritage alive.

When Ashley isn't performing his duties in the main machinery spaces maintaining the ship's propulsion plants, he spends his liberty with other American Indians who meet to keep the traditions alive through the sounds of their drums, the movement of their dances and the recounting of the history of their respective tribes.

Born at the Long Beach Naval Base, Ashley, now 20, spent 17 years on Navajo reservations in New Mexico and Colorado. The reservations are approximately the

size of Rhode Island.

"I'm proud to be a Navajo. I dance to maintain my heritage," said Ashley. His involvement with local American Indians is how he balances his Navy career and Navajo spirituality.

"I think it's important for the younger generations to learn and appreciate the traditional Navajo customs," Ashley said.

"As a Navajo, the hardest thing is to travel back and forth from the traditional to modern societies," he said. The powwow is one of the ways he spans that distance. All American Indians have a deeply spiritual side of their personalities, he said. "We live our religion daily."

Before too long, the sound of a tom-tom is heard in the distance, a plaintive chant begins and Ashley turns to the music, dons a headdress and moves toward a patch of earth to celebrate his Navajo ancestry. ‡

McDowell is a journalist assigned to USS Carter Hall (LSD 50).



FN Delano Ashley wears his regalia during a powwow.

Proud American Indian starts Navy career

Story and photo by YNC(AW/FMF) Martin Acosta



Koren C. Billie, a 24-year-old from Gallup, N.M., has joined the Navy and is currently in the Delayed Entry Program (DEP) awaiting assignment to the engineman program.

Billie lives in Gallup with her mother, Kayla and three sisters. She and her family are members of the Navajo Indian tribe, the largest in the United States. When asked what is unique about her culture, Billie said, "We are trying to [pass on] the traditional values

of our elders to the younger generation, such as speaking fluent Navajo, respecting our elders and getting back to the old ways of doing things that were once unique to our culture."

Now, her life will radically change when she reports to boot camp in January 1997. She graduated from high school in 1990, held several jobs since graduating and is now looking forward to the challenges the Navy will offer. She joined the Navy for many reasons. "I wanted to travel, take advantage of all the training opportunities and specifically the college education offered by the Navy," said Billie. "I have more than 27 semester hours of undergraduate [credit toward] a bachelor's degree in liberal arts."

Billie's excitement to start her Navy life is evident. "Right now, I'm really eager to begin my career in the Navy," she said. Even though she was hesitant about joining, Billie changed her mind after being shown the Navy adventure. "When I first came to the Navy Recruiting Station, I thought, 'Yeah, I'll just talk to them and see what they have to say,'" said Billie. "But after I spoke with my recruiter, Operation Specialist 1st Class Jerrett Rollins, I was hooked.

"What really drew me was the fact that while I'm in the Navy, I can still receive my college education and continue furthering myself," explained Billie. "Now I look at all the opportunities I'm going to gain in the Navy. I know that this will be the best experience in my life, and I will make the most out of it." ‡

Acosta is assigned to the Navy Recruiting District public affairs office in Albuquerque, N.M.



Photo by R. D. Ward

Quality of Life is top priority

SECDEF visits fleet; gets

deckplate perspective

Answering questions from seamen on the bridgewing of USS Merrimack (AO 179). Discussing pay issues in the engineering spaces of USS Barry (DDG 52). Analyzing world affairs with newly frocked petty officers in the hangar deck of USS George Washington (CVN 73). Secretary of Defense William J. Perry keeps his finger on the pulse of Sailors at the deckplate level.

Once a quarter, the Secretary accompanies senior enlisted leaders to visit enlisted forces somewhere in the world. The most recent trip, with Master Chief Petty Officer of the Navy (MCPON) ETCM(SW) John Hagan, included stops aboard three deployed ships, in the north-central Mediterranean. He calls this

"management by walking around," and considers the trips to be an important part of his job, necessary to fully understand the point of view of enlisted members in the field — and for them to better understand the issues he faces as the nation's senior defense official. "I have gained a better understanding of what their needs and motivations are," he says, "and, I think, they are able to gain a better understanding of what I am trying to do as the Secretary."

Since being confirmed in February 1994, no other

Secretary Perry talks with Sailors aboard USS *Barry* (DDG 52), an *Arleigh Burke*-class destroyer, operating in the Mediterranean as part of USS *George Washington* (CVN 73) Battle Group. Master Chief Petty Officer of the Navy John Hagan accompanied the Secretary on his visit.

topic has been more important than quality of life. He uses the term to encompass the entire package of compensation, benefits and work and living environments for military service personnel, including the time service members spend on deployment, also known as personnel tempo (PERSTEMPO).

In his most recent annual report to the president and Congress, he stated, "Protecting the quality of life of America's

service members is not only the right thing to do, it is critical to preserving military readiness." The

FY95 Department of Defense budget reflected this philosophy, containing an ambitious plan to improve and institutionalize quality of life for service members in three critical areas: compensation, not just the level of compensation, but also the stability in compensation; improving the quality of housing, both family and barracks; and, community and family support.

In addition to targeting these high priority concerns, Perry also established a Quality of Life Task Force of outside experts to develop further recommendations, which were delivered in October 1995, to improve the lives of men and women in the armed services.

As a complement to the Task Force, the Secretary chartered an internal Quality of Life Executive Committee to begin work on improvements to quality of life and to review task force recommendations for implementation. The Executive Committee's most significant progress to date has been in low cost, but high payoff actions that include expanding space-

Secretary Perry sits down to dinner with the enlisted crew members of the destroyer USS *Barry* (DDG 52) at sea in the Mediterranean.

available travel opportunities for family members and reengineering the way personal property is shipped to reduce damage claims and improve services.

Pay

"One of the keys to our overall readiness, both today and in the future, is retention, and one of the keys to retention is sufficient compensation," Perry explained. To support this focus, he has penciled into his five-year budget plans the largest pay increases permitted by administration guidelines. "To my knowledge, this is the first

time that's been done," Perry said. "The fact that it has been endorsed and supported by the key leaders in the Congress makes me confident that we're going to be able to maintain that stability."

The Navy, with Perry's backing, is considering three proposals which would enhance quality of life and improve equity in pay and entitlements. The first initiative would authorize BAQ for single E6 petty officers assigned to sea duty. A second initiative would amend the authorizing language for Family Separation Allowance (FSA II) to ensure continued entitlement for members embarked on board a ship away from its

Protecting the quality of life of America's service members is not only the right thing to do, it is critical to preserving military readiness.

**—Secretary of Defense William Perry
annual report to the
president and Congress.**

Photo by R. D. Ward



homeport or on temporary duty for 30 consecutive days whose family members chose not to accompany them to the homeport or permanent duty station. The third pay proposal under review would correct a long-standing inequity by authorizing continuous sea pay for all Sailors serving on tenders.

Housing

Since Perry first traveled with senior enlisted leaders to visit troops in the field at Fort Benning, Ga., in 1994, his visits have provided troops with an attentive and responsive sounding board. Housing remains one of the most commonly addressed problems. "One of the things we've done," Perry explained, "is to shine a very bright light on that problem [housing], and get a lot of people interested in it -- at the base level, at the command level and in Congress.

The Navy will spend \$505.6 million on housing in FY97

"One of the most important factors in retention is our ability to provide service members decent and affordable housing for their families to live in."

He fully supports the Navy's housing philosophy, developed under the Neighborhoods of Excellence program, to fix what we own and acquire new housing where needed.

In FY97, the Navy will spend \$168.8 million on bachelor quarter's construction and \$336.8 million on family housing construction. Specifically, the budget reflects construction of 11 BEQs in CONUS, three in Hawaii and two overseas which support the Secretary's initiative of "1+1" — one bedroom and one bathroom per occupant.

PERSTEMPO

During his visit to Merrimack, Barry and George Washington, Perry was frequently asked about deployment cycles and other PERSTEMPO issues. The Navy is now operating routinely with the highest percentage of ships underway since 1975. And, with the exception of the Gulf War, the percentage of deployed ships is at the highest level since 1986 — evidence that the need for forward deployed Naval forces did not decrease as the Navy "right-sized." Perry strongly backs Navy limitations on deployment length. Beginning in FY97, management efficiencies in underway training will allow reducing non-deployed ship operational tempo from the traditional 29 days per quarter to 27 days per quarter.

Secretary Perry looks to future strides. "A standard of living that demonstrates the value the nation places on those who defend its freedoms is critical to recruiting and retaining a high quality, well-trained and motivated force," he said. "The improvements planned for quality of life today and

Secretary of Defense on the flight deck of USS *George Washington* (CVN 73) prepares to board a helicopter for a visit to USS *Merrimack* (AO 79), a fleet oiler operating with the carrier battle group. Secretary Perry spent the day visiting Sailors aboard three ships operating in the north-central Mediterranean Sea.



Photo by R. D. Ward



in the future reach out to each and every service member. They represent an enormous commitment to people — the foundation of readiness.”

The Department of Defense budget for FY97 includes \$71.3 million in child care, up from \$65.4 million last year; \$37.5 million in Family Service Centers, up from \$36.2 million; and \$61.6 million on continuing education programs such as Tuition Assistance, up from \$59.2 million last year.

“Our overall readiness depends on people. Just as we must invest in technology, combat systems and weapons platforms, so must we invest in our people,” Perry explained. “Today’s military personnel are the best we’ve ever

Secretary of Defense William Perry presents awards aboard USS *George Washington* (CVN 73) deployed in the Mediterranean during his recent visit.

seen. The young men and women are highly motivated, intelligent and well-trained. They serve

around the globe in our ships and aircraft as the cutting edge of our nation’s forward deployed striking power.

“Our Sailors have never and will never let us down; we must ensure that we, in turn, never let them down.” †

***The Navy
will spend
\$61.6 million
on continuing
education
programs
in FY97***

One Navy - Total Force

Story by JOC Charlotte Crist

Being a forward-deployable, self-sustaining, go anywhere, anytime global force is a tough job — even for the U.S. Navy.

That's why the Naval Reserve exists. Built on the strength, determination and spirit of the American volunteer, the Naval Reserve is stepping forward — motivated to share the challenges of peacetime and ready for the possibility of war.

Seamlessly integrated in some missions, uniquely capable in others, the Naval Reserve team recognizes a shift in maritime strategy challenging every Sailor — active or Reserve — to be at the highest readiness level.

In the past, Reserve forces often stood by waiting for a general mobilization before joining their active-duty counterparts. Today, this is no longer an option. The "Forward ... From The Sea" strategy mandates the daily involvement of Reserve force personnel and equipment to ease the burden of a worldwide, forward naval presence.

On any given day, the Naval Reserve team is manning ships, flying planes, loading cargo, treating patients, building roads, protecting the coastline and performing any other task the nation asks of it.

Reservists can perform countless peacetime contributory support missions because they fly the same aircraft, train on fleet-compatible equipment and deploy on the same classes of ships. Last year, Reservists contributed 1,722,000 days to peacetime support. In the following pages, the scope and diversity of the Naval Reserve

NOVEMBER 1996



Photo by PH1 Benny Moritz

AMS3(NAC) Vedat Aksoy of Rochester, N.Y., inspects a pitch control rod on an MH-53E at Helicopter Mine Countermeasures Squadron (HM)14, Norfolk. HM-14 has a fully integrated staff employing TARs, active duty and Selected Reserve Sailors.

comes into focus through the images and stories of the Sailors who believe the 'R' in USNR means Ready to Serve. ‡

Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk.

Photo by SMC(SW) Len Burkhardt



JO3 Brenda Dyson, a Reservist with Navy Public Affairs Center Norfolk, Det. 208, NAS Jacksonville, Fla., checks the eductor inlet during the dewatering phase of a battle problem drill.

One Navy, same exacting standards

Story by JOC Charlotte Crist

Twenty thousand feet above the crystal blue waters of the Gulf of Mexico, an aerial dog fight between a pair of Tomcats and Hornets leaves claw marks in the sky.

It's just another day for the U.S. Navy pilots in adversary flight training and their trainers from Reserve squadron VFC-12.

In a foreign country, an American Sailor

and a Republic of Korea Marine exchange collar devices and congratulate each other on lessons learned at the close of a joint exercise.

The host nation is better prepared to defend its shores and Mobile Inshore Underwater Unit (MIUWU) Reservists from Minnesota are trained and ready to help ... if necessary.



Helmsman SN Christopher Tarbox and LT Wayne Taylor, both Reservists aboard USS *Clark* (FFG 11), participate in bridge training.

For 80 years, Naval Reservists around the country and around the world have been reaching out, training and being trained, sharing and carrying the load — doing their part in a One Navy Force.

Since Operations *Desert Shield/Storm*, and the recall of 22,000 Naval Reservists, the Navy and the Naval Reserve Force have been working together to provide the most effective team possible. In the five years since the Gulf War, both forces have survived peacetime force reductions and base closures to emerge into a new era of "right-sized and stabilized." The scope and depth of the Reserve's participation in today's Navy touches virtually every mission. In nearly every community, Reservists are working in concert with their fleet counterparts. In fact, in

today's environment, it takes a single force comprised of both active and Reserve components to get the job done.

The exact nature and extent of Reserve participation flows from a complex assessment of requirements, availability, capability, timing and distance of Reservists from the active commands they support.

To accomplish the goal of seamless integration and a force mix that has indistinguishable components, Naval Reservists must train to the same exacting standards as their active counterparts.

The Naval Reserve force is commanded by a two-star rear admiral, Commander, Naval Reserve Force, with headquarters in New Orleans, and is supported by two flag officers who manage the Naval Surface Reserve Force and the Naval Air Reserve Force. †

Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk.

Reservists 'exercise' alongside active duty

Compiled by JOC(SW) Michael Dean

Sailors from active-duty naval commands ready themselves for unforeseen military operations by participating in exercises all over the globe. Naval Reserve units and Selected Reservists are regularly called on to perform needed duties during these training activities that ready the Navy for a wide range of contingencies. The following is a list of recent exercises in which Naval Reservists played important roles:

Rim of the Pacific — Central Pacific Ocean

In May and June, Exercise *Rim of the Pacific* (RIMPAC) '96 a joint-service training operation, the largest maritime operation in the world, involved all elements of U.S. Armed Forces and forces from Australia, Canada, Chile, Japan and South Korea. In all, 44 ships and 30,000 service members participated in this biennial exercise to improve coordination and interoperability of joint forces in maritime and theater operations.

Approximately 80 Selected Reservists from Patrol Squadron (VP) 65 of Naval Air Weapons Station



AA Misty Mendonca performs preventive maintenance on a firefighting station on the flight deck of Mine Countermeasures Support Ship, USS *Inchon* (MCS 12).

NAWS) Point Mugu, Calif., arrived at NAS Barbers Point, Hawaii, to participate in RIMPAC '96. VP-65 flies the turboprop P-3C *Orion* and was the only Reserve force squadron specializing in undersea warfare that participated in RIMPAC. Reserve pilots logged in nearly 200 flight hours on four P-3Cs, which carry crews of 12 people who operate a variety of sophisticated anti-submarine warfare to detect, identify, and if necessary, destroy enemy submarines.

VP-65 air crews also trained with Japanese P-3C crews to ensure they could work together in the event of a global crisis. "Each mission is designed so that we can always turn over to a Japanese P-3," said CDR Richard Hayes, VP-65's commanding officer. "We take turns tracking submarines and ships. During a shift change, we pass the target's course, speed and position to the relieving P-3 so it can continue surveillance."

Other RIMPAC participants from Point Mugu included 65 Selected Reservists and Training and Administration of Reserve (TAR) Sailors from Helicopter Support Special (HCS) 5. HCS-5 is one of the Navy's two squad-

Photo by PH2 Patrick Thompson



▲ Aboard USS *John F. Kennedy* (CV 67), OS1 Wally Alfen (left) discusses navigational plotting with OS1(SW) Doug Cole and OS2 Timothy Dave. Cole and Dave are members of the Reserve carrier's augment unit out of Naval Station Mayport, Fla.

◀ During annual training aboard USS *Kitty Hawk* (CV 63), AMH3 Dale Sanchez, a Roswell, N.M., native and AMH2 Ronald Gayda, born in Law-An-Sman, Republic of the Philippines, and now a Camarillo, Calif., resident, pull a "patch test" sample of hydraulic fluid for possible contamination.

Photo by AECS Mardon Connolly



teams in landing zones ranging from prepared surfaces to jungle terrain where confined landing areas descended below the 100-foot tree line.

"Helicopter support for the SEALs during special warfare operations is one of our primary missions," said LCDR Matt Ragan, a Naval Reservist and one of the 34 pilots assigned to the squadron. "We take them wherever they need to go to perform their mission."

Sailors need equipment and supplies to operate. Selected Reserve Sailors from three Naval Overseas Air Cargo Terminal (NOACT) units provided support to forward Navy installations and deployed ships participating in RIMPAC '96. Reserve Sailors from NOACT E208, based in Atlanta, arrived before the exercise began to establish a forward logistics support site at Hickam Air Force Base, Honolulu. Later, they were joined by Sailors from NOACT G113, Springfield, Mo., and NOACT C213, Lincoln, Neb. Together they deliv-

rons dedicated to combat search and rescue. The squadron supported Navy SEAL teams and the Australian Special Air Services (SAS), Australia's special forces equivalent. After loading three of HCS-5's HH-60H helicopters into a U.S. Air Force C-5A cargo plane, the squadron was flown to Barbers Point. Once there, HCS-5 air crews dropped off and picked up SEALs and SAS

Around the World

Highlights of FY96

ered cargo, mail, personnel and repair parts to the fleet.

"This was an outstanding opportunity for all NOACT personnel," said CDR Tom Welke, commanding officer of NOACT E208, which handled more than 7,000 pounds of mail and 60,000 pounds of cargo each day of the exercise. "It allowed us to provide substantial real-world support."

Operational Readiness Exercise - New England

Self-sufficient with respect to messing, berthing and transportation, the 90 Reserve Sailors of Supply Support Battalion (SSB) headquartered at NAS South Weymouth, Mass., conducted a four-day exercise in July at South Weymouth to ensure their operational readiness. SSB pulled together the three New England-based Reserve units that make up

the battalion. Then, in case they were ever called on to support naval units deployed in contingency operations, SSB Sailors set up a base; practiced materiel handling and warehousing; and provided messing, berthing and transportation.

"There's great teamwork," said Master Chief Storekeeper Tom

Goulding, SSB's command master chief. "Despite the rainy weather, the units were able to get tents set up, light off the oil cookers and perform their supply duties. We're trying to provide operational training in peacetime geared toward what the Sailor would be able to do in a real operation."



Source: COMNAVRESFOR

Around the Clock

Naval Reserve Support



Northern Edge - Kodiak, Alaska

In June, Selected Reservists from U.S. Naval Forces, Alaska (NAVAK) Det. 122, Anchorage, Alaska, joined U.S. Coast Guard and active-duty Sailors to participate in a number of battle simulations with the marines and sailors from the Royal Canadian Navy during *Northern Edge* in Kodiak, Alaska. After preparing for more than nine months using computer simulations, Reservists simulated the defense of Kodiak Harbor against small and large attacks; bombs; submarine and air advancement; and booby traps while handling medical emergencies.

Tempo Brave '96 - Western Pacific Ocean

In June, 36 Naval Reservists joined the 7th Fleet staff on board USS *Blue Ridge* (LCC 19) based in Yokosuka, Japan, to support the command during the joint service training exercise *Tempo Brave '96* in the Western Pacific Ocean. Many of

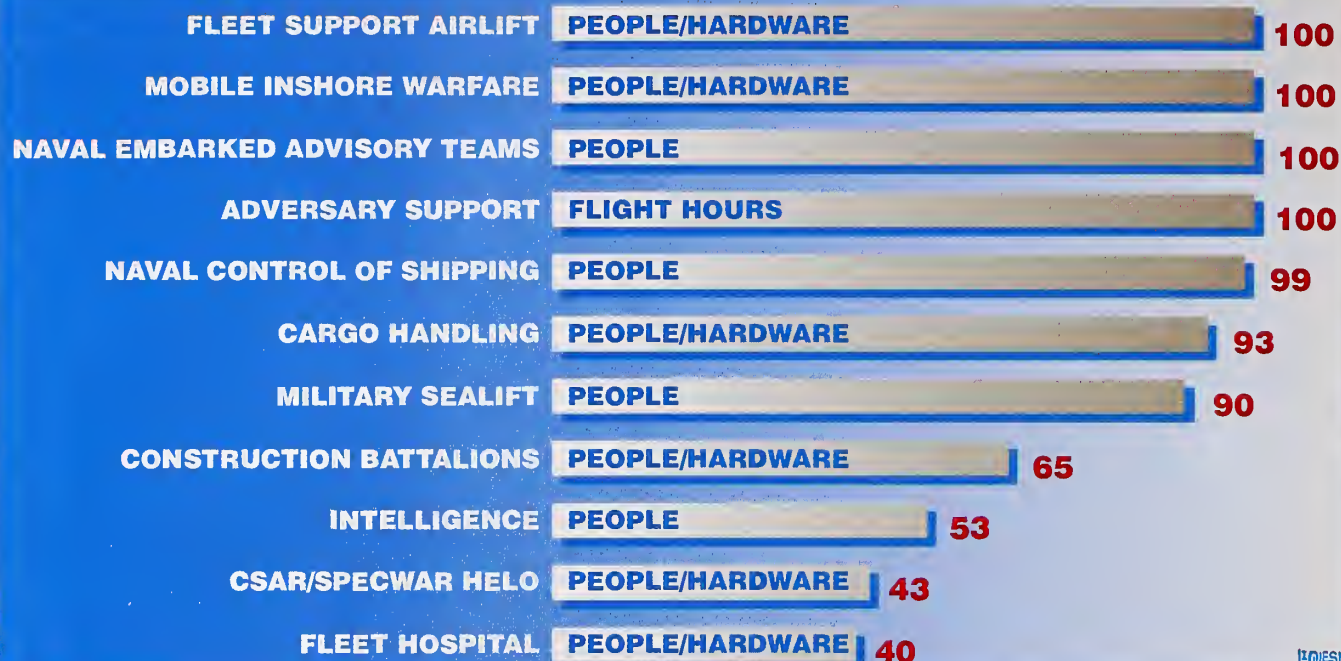
the Reserve Sailors augmented the ship's medical, operations, intelligence and public affairs departments, while several others worked with their counterparts from the Army, Marine Corps and Air Force in support of possible contingency operations.

Cobra Gold '96 - Thailand

In May, 14 Selected Reservists from three units under Commander, Amphibious Group 1, and two Mobile Inshore Undersea Warfare Units (MIUWUs) from St. Louis and Corpus Christi, Texas, helped build

How do Naval Reservists support the Total Force?

Naval Reserve Mission areas (expressed in percentage of Navy's Total Capability):



SOURCE: COMNAVRESFOR

six remote construction projects in Thailand as part of a community project during *Cobra Gold* '96. Working in scorching heat with about 11 U.S. forces made up of active-duty Seabees and Marines, they also helped build a day-care center, craft center, school cafeteria, community center, auditorium and stage buildings.

Bright Star '95 - Arabian Sea

During last year's U.S. Central Command's Exercise *Bright Star* '95, more than 5,000 U.S. service members worked with personnel from France, Egypt and the United Arab Emirates. Sailors from Military Sealift Command (MSC) Reserve units handled the arrivals, departures and cargo operations of 11 chartered MSC vessels including six fast sealift ships. At 946 feet long and capable of speeds exceeding 30 knots, fast sealift ships rapidly transport tanks, helicopters, wheeled vehicles, and other heavy equipment to support troops worldwide.

"There is no better way to learn how to run shipping operations correctly than by establishing an MSC Area Command during a mobilization exercise like *Bright Star*," said Bill Turnbull, a



Photo by SMC(SW) Len Burkhardt

RM3 Craig Leblanc, USNR (TAR), tunes HF circuits in radio central.

transportation specialist for MSC. †

Dean is assigned to NROI Det 206, Washington, D.C.

Photo by SMC(SM) Len Burkhardt



AO2 Mike George, VP-94, inspects wing station cannon plugs during P-3C Orion maintenance checks.

Contributors to this story are: JO2 Denise Garcia, Naval Air Reserve Point Mugu, Calif.; LCDR Mark Haley and JO1 Catherine Kurchinski, RIMPAC Command Information Bureau; JO1 Eugene Fleming, Public Affairs Center Det. 206, San Diego; LCDR Joan O'Connor, Naval Reserve Readiness Center, Providence, R.I.; JO2 Maurice Regnier and ENS Michael Lukshin, NMCB 18 Public Affairs, Fort

Lewis, Wash.; D. Carmody, CDR J. Baucom and LCDR D. Lloyd, U.S. Central Command Public Affairs; JOC Walt Whittaker, NR OI Det. 1018, Kansas City, Mo.; JO1 James Vorndran, OI Det. 613, Great Lakes, Mich.; PA3 Mark Hunt, 17th Coast Guard District; BU2 Philippe, PAO Det. 1218, Reno, Nev.; and JO2 Philip Achten and Spc. Greg Chandler.

One Navy team repairs ships

Story by JOC Charlotte Crist

Reservists who train and drill at the Shore Intermediate Maintenance Activity (SIMA) Norfolk know what it means when their leaders talk about 'seamless integration.' They live it.

And when their leaders talk about One Navy, they believe it ... because at SIMA Norfolk, there's enough work for everybody.

So much work that Hull Technician 1st Class Aubrey Hamlett depends on Reserve technicians to help him clear his workload as the leading petty officer in the shipfitter shop.

"I look forward to seeing them come and I hate to

HT1 Aubrey Hamlett, observes the work of Reserve HT2 Craig Harlan, as he grinds the rough edges off a piece of iron material. Both are attached to SIMA.

see them leave," he said. "Having them here to help, whether it's for two weeks or two days, makes my job easier."

CAPT C.E. Allen, SIMA Norfolk commanding officer, agrees.

"Last fiscal year, Reservists worked 682 jobs right along with their active counterparts, providing more than 45,000 production hours," he said. "In many cases, Reservists are the experts who train the

"In many cases, Reservists are the experts who train the active duty. We're a team at SIMA with one job — to fix ships!"

**— CAPT C. E. Allen
SIMA Norfolk**

active duty. We're a team at SIMA with one job — to fix ships!"

SIMA Norfolk is currently the gaining command to seven units located in six states, and the surrogate gaining command for most of the 27 Category B tender units throughout 15 states.



U.S. Navy photo



Photo by SMC(SW) Len Burkhardt

EN2 Raymond Valadez lubricates a steering mechanism aboard USS *Inchon* (MCS 12).

With as many as 37 units, SIMA Norfolk has the potential of 1,400 Reservists – officer and enlisted.

SIMA units are benefiting from flexible drilling policies which give more freedom to use Reservists to meet the daily requirements of the Navy.

When they arrive, regardless of the number or the length of stay, badges identifying the wearer as SIMA Norfolk personnel are issued and assignments given. From that point on, only one identity matters: SIMA Norfolk Sailors fix ships.

HT2 Craig Harlan, a shipfitter at the Newport News Shipyard, helped build many of the ships he repairs at SIMA on Reserve time. As a member of NR SIMA Norfolk Coordination Det. 1, he likes the idea of drilling and training at his mobilization site, serving the same command in peacetime as he would in war.

"We learn from each other," he said, referring to the Sailors who work in the shipfitter shop full time. "Those of us who are Reservists are proud of the good reputation we have with the active-duty people. When we come in, we mix in with everyone else."

As NR SIMA Norfolk Coordination Det. 1, CAPT Sondra Driscoll said, "Only one set of standards exists at SIMA and they are the same for all. It is a One-Navy concept that is a working reality," she said.

With detachments across the country, SIMA Norfolk gets Reservists with a broad range of skills and backgrounds.

HT1 Robert Harkins has high praise for his fellow Reservists at SIMA. "The individuals I work with on weekends and on our annual training are highly skilled

welders, pipefitters, sheet metal workers and so on," he said. "We bring the regular Navy Sailors up to speed on the new processes we are using out in the industry."

In civilian clothes, Harkins is a launch and recovery mechanic for Naval Aircraft Depot Jacksonville and a member of an emergency response team for casualty report messages from carriers.

So many Reservists report to SIMA Norfolk for active training or drills that a full-time staff is required to ensure their smooth transition. HT1 Allen Walkup and Boiler Technician 1st Class Robert Bolander are on the Reserve liaison staff.

"The workload at SIMA has increased so much, any time we spend helping Reservists is minimal to the help they give us," said Bolander.

Indeed, during the past year, with base closures relocating more ships to Norfolk piers, SIMA Norfolk's manpower numbers have not kept pace with the increased workload.

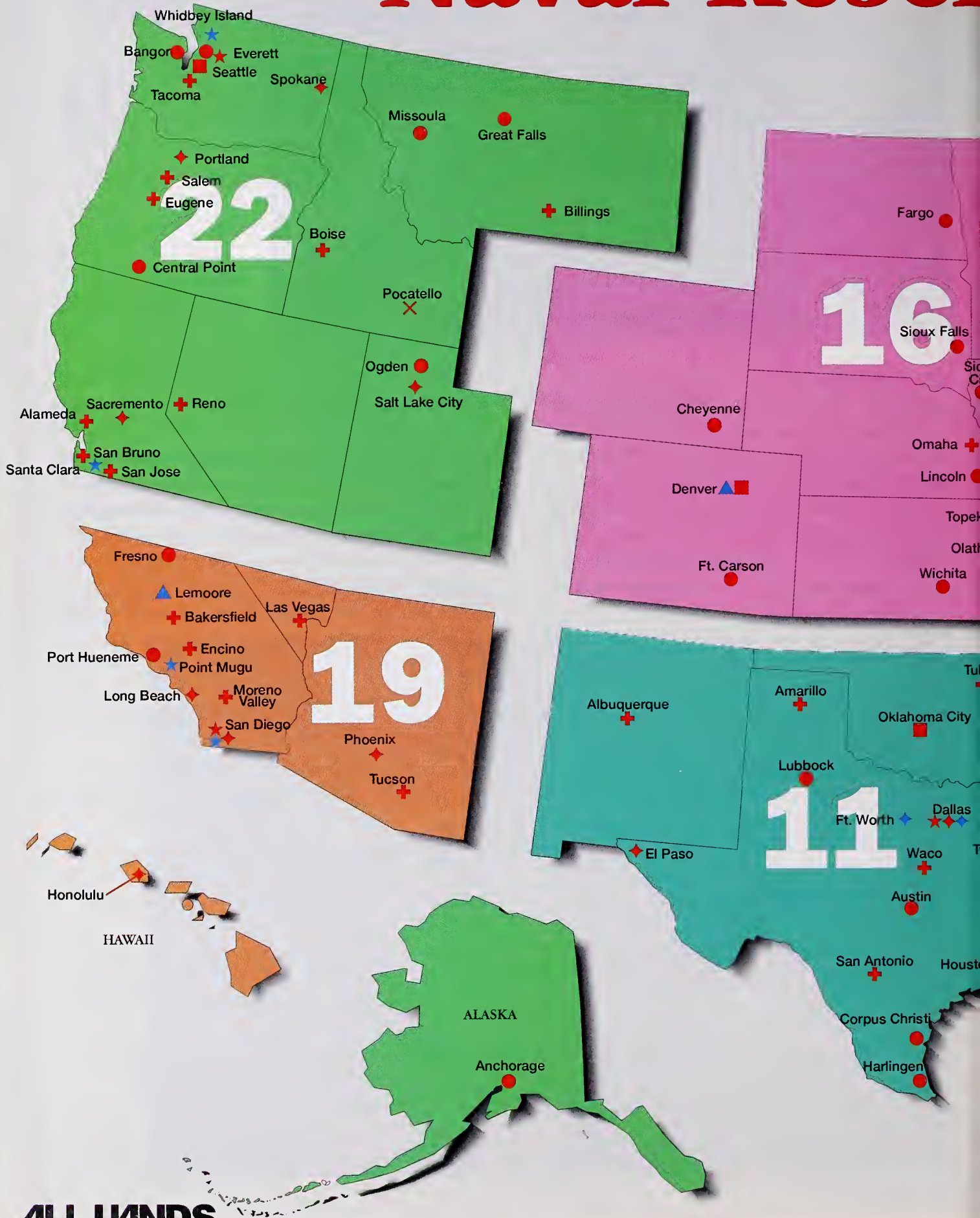
"I call our Reservists 'part-time, active-duty Sailors,'" said a smiling Bolander. "If anything, I'd like to see more of them coming in."

There are 4,134 SIMA reservists assigned to shore-based ship repair facilities and reduced operating status tenders who support SIMAs in repairing ships around the clock, seven days per week.

Naval Reserve SIMA units, currently represent 40 percent of the Navy's total capability, and play a significant role in the Navy's peacetime repair responsibility. †

Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk.

Naval Reserve



ve Activities





New challenges, new people

Story by JOC Charlotte Crist, photo by JO1 Eugene Fleming

Coastal warfare and harbor defense is the oldest and most traditional mission in the Naval Reserve.

Twenty-eight Reserve Mobile Inshore Undersea Warfare Units (MIUWUs), located in 17 states, provide 100 percent of the Navy's coastal surface and sub-surface surveillance resources. MIUW forces, when coupled with EOD detachments, port security units and mine countermeasures assets, ensure the constant flow of troops and material into and across the littoral battle space. With more than 2,100 Selected Reservists and 184 TARs MIUW training is part of nearly every major naval exercise

and fleet operations.

During the early days of *Desert Shield*, MIUW Reservists were among the first to be called up for immediate deployment to the area. They were also called in 1995 for Operation *Vigilant Warrior* in Kuwait.

This year, a combined U.S.-Korean naval exercise near the East Sea port of Pohang, Republic of Korea, allowed Reservists from MIUWU 111, Duluth, Minn., and MIUWU 104, San Jose, Calif., to sharpen their skills. Teamed with Korean Harbor Defense Forces, they conducted coastal and counter-special operations force surveillance as well as mine countermeasure operations during July.

◀ ET3 Vernon Tampkins uses a compass to get a fix on a sighting. MIUW Reservists teamed up with maritime patrol squadrons flying P-3 *Oriens* to deploy sonobuoys during RIMPAC '96 joint exercises in Hawaii.

To save time in the event of an actual threat, MIUWUs who train and work in Korea pre-position equipment there, allowing unit members to frequently work in-country.

Each MIUWU typically deploys a small advance party to get the equipment out of storage and establish a staging area in the port location.

"Our operators are top-notch and hand-picked," said Chief Equipment Operator Kevin McConnell from MIUWU 111.

Units are often tasked to operate in rugged or hard to access locations. In mobile vans, operators use sensor and tracking capabilities to augment patrol aircraft and ship data. Camouflaged and stationary, the vans can provide ships, aircraft and other Navy units with accurate and immediate information on enemy positions and movement.

MIUWUs 111 and 104 are two of 14 MIUWUs assigned to Commander, Naval Inshore Undersea Warfare Group 1, San Diego. In Williamsburg, Va., Group 2 has an equal number of units with identical missions.

Autonomous, expeditionary, hardware-equipped and air-deployable, MIUWUs can deploy an operational initial response team (IRT) anywhere in the world within 72 hours. Currently, the MIUW Force is expanding its capabilities with system upgrades, including

advanced electronics and C-4I systems, remote visual and electronic sensors and deployable acoustic sensor strings.

"I consider Inshore Undersea Warfare the Naval Surface Reserve's '911' force," said RADM Francis W. Harness, Commander Naval Surface Reserve Force. "In nearly every crisis in a warfighting commander's area of responsibility, MIUW is called."

By the end of this year, 20 MIUWUs and detachments will have deployed to support fleet operations in locations such as Norway, South Korea, Bahrain, United Arab Emirates, Turkey, Qatar, Oman, Kuwait, Saudi Arabia, Thailand and Canada.

Since many host nation navies are oriented toward coastal defense, the MIUW community features prominently during bilateral exercises in littoral areas around the world.

In RIMPAC '96, the Pacific's largest joint and combined maritime exercise, 70 Reservists in MIUWU 113 and their equipment provided the operational command center with a real-time picture of all contacts attempting to move through a strategic choke point.

"This was a great exercise for us to demonstrate our operational skills in a realistic warfare environment," said Sonar Technician (Surface) 2nd Class Rebecca Eplin.‡

Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk. Fleming is a journalist assigned to the Public Affairs Center Det. 206, San Diego.

MIUWUs at a glance

Primary: Surface and Subsurface Surveillance of Littoral Areas

- Maritime coastal surveillance
- Port security and harbor defense
- Amphibious and MPF operations support (AE/AFOE)
- Anti-special operations forces (Anti-SOF)
- Strategic asset protection
- Counter-narcotics and smuggling operations

Secondary: Command, Control, Communications and Intelligence (C3I) Support:

- Control of coastal interdiction assets
- Boat control support in the AAA
- Support of mine-countermeasure forces (MCM and AMCM)
- Control of ships in swept channel
- Communications support to COMPF
- Intelligence reporting

Twice a citizen,

Spirit of the volunteer

Mayor John Shaneman of McLean, Ill. does it. So does flight attendant Debra Bainbridge of Council Bluffs, Iowa, and Mardon Connelly, a math teacher from Hollywood, Calif. — along with 100,000 other people around the country.

For at least one weekend a month, they put on a U.S. Navy uniform, report to a drill site and, for the next 48 hours, become subject to the Uniform Code of Military Justice.

They are Selected Reservists (SELRES), the Navy's primary source of immediate mobilization personnel. One of their responsibilities on a drill weekend is to check the recall bill. With correct, up-to-date information, SELRES can be notified within 24 hours to pack their seabags and be ready to deploy anywhere, for any length of time. Mobilization drills are conducted periodically. SELRES can never be too far, for too long, from a phone.

The families of Selected Reservists know the drill. Sometimes they answer the phone and hear the voice reporting a recall activation. It reminds them how quickly their lives could change if the drill becomes reality. Employers know, too. And so do co-workers and neighbors.

But no one knows better than the Selected Reservist. That's why they look for opportunities to train. The better their training, the better prepared they are to fulfill their mission and come back home, and that's important. Because, when you're the mayor, or the doctor in the emergency room, or the commercial pilot, or the welder in a shipyard, lots of people are counting on you.

He's the Mayor

Story by JO1 Daniel Charles Ross

The mayors of New York, Detroit or Los Angeles undoubtedly have tough jobs, but at least they don't personally know just about every person in town. They also have the luxury of devoting all their waking moments to their job. Naval Reserve Master Chief Hospital Corpsman John Shaneman serves as an optician with Naval Hospital Great Lakes, Ill., one weekend per month and two weeks each year, has a day job — and is the mayor of McLean, Ill., population 900.

Shaneman has been mayor of McLean for about a year and a half. He's a 'full-time' mayor in a 'part-time' position, since the daily running of the village is done with a small administrative staff. He manages the local office of a well-known national pest exterminating company as a day job.

What's the key to this successful juggling act? "A good grasp of how to get things done," Shaneman said.

Following boot camp and "A" school at Great



U.S. Navy photo

Mayor John Shaneman takes a moment to discuss town events with McLean Police Chief Ron Thomas.

Lakes in March 1967, Shaneman completed Field Medical Service School and reported for duty with the U.S. Marine Corps in Vietnam, after seven years of active duty. He later returned to Great Lakes and transferred to the Naval Reserve. He's been a drilling Reservist ever since.

Despite being recalled to duty for eight months

during Operation *Desert Storm*, "My naval career hasn't [adversely] affected my civilian careers at all," he said.

Shaneman's Naval Reserve experience serves him well as a town administrator. "As I rose through the ranks, I discovered I can only do one thing at a time by myself," he said. "But by utilizing and directing the skilled people under me, we can get a bigger job done better and quicker. The same thing now holds true in my position as mayor. With the help of the village, we get a lot done." ‡

Ross is assigned to NR NAVINFO-Midwest Det. 113, NRRC Great Lakes, Ill.

Navy journalist clowns to win smiles

Story by JO3 Rita Harlin

Though Journalist 3rd Class Mary Clement often wears the painted smile of a clown, she brings real smiles to the faces of children when she visits hospitals in Portland, Ore.

Clement, a Naval Reservist from Walla Walla, Wash., was recently in Portland as a member of the Public Affairs Joint Information Bureau (JIB) supporting the 1996 Portland Rose Festival.

Clement is in the Individual Ready Reserve (IRR), a pool of pre-trained manpower for mobilization requirements. IRR members have the option of performing two weeks of annual training. For the past three years, while performing annual

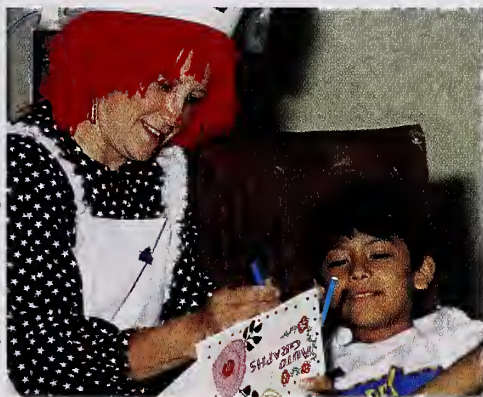


Photo by PH2 Michael Magee

Raggedy Ann, aka JO3 Mary J. Clement, signs an autograph for a young patient at Shriners' Hospital for Crippled Children in Portland, Ore., as one of her community service projects supporting the Navy's involvement in the Rose Festival

training during the Festival, she has dressed up as Raggedy Ann in white and blue, with red yarn hair topped with a white hat to entertain children in area hospitals. It's part of the Navy's effort to say, "Thank you," to Portland for its hospitality.

"I'm proud to wear the Navy uniform as a Reservist," said Clement. She joined the Naval Reserve through the Advanced Pay Grade (APG) program 10 years ago.

As Clement, aka Raggedy Ann, makes her way around a gathering of recuperating children at the Portland Shriners' Hospital, she interacts with them while talking, signing autographs and playing her harmonica earrings.

CAPT Dale G. Potts, who has overseen Navy JIB activities for the Portland Rose Festival for the last 20 years, said Clement, "represents the community spirit of the Navy as a good-will ambassador,"

Crystal, an eighth-grader, and Theresa, a sixth-grader, know Clement may not be what she appears to be in her bright, inviting costume, but they revel in her attention. Michaela, sixteen-months and still groggy from hip surgery, manages to fix her eyes on Clement and watches intently. Raggedy Ann, once again, provides a few moments of diversion and fun. ‡

Harlin is assigned to NR NAVINFO SW 111, Dallas, Tex.

NAVAIRES pilot answers the call of the classroom

Story and photo by JO2 Bill Austin

LT Jim Pettyjohn, a P-3 pilot stationed at Naval Air Reserve Facility, Naval Air Station Whidbey Island, Wash., recently answered not the call of the friendly skies, but the call of Cascade Middle School of Sedro-Wooley, Wash. Pettyjohn, an Oak Harbor, Wash., native, spoke to students about the life of a pilot and showed them how to put on a life vest and an aviator's jump suit.

"This was a great opportunity to talk to the students about the Navy," said Pettyjohn. "I'm from Oak



▲ LT Jim Pettyjohn addresses students at Cascade Middle School in Sedro-Wooley, Wash.

Harbor and I really enjoyed giving something back to the community."

"The kids are enrolled in what we call the BEST S.E.L.F. program," said Kori Rowell, the assistant site coordinator of the school's eight-week program. "BEST S.E.L.F. stands for summer, education, learning and fun," she added. "I think it's great that the Navy has taken the time to come out here. This program is an excellent way of keeping the kids' minds and bodies active during the summer." ⚓
JO2 Bill Austin is the public affairs officer, Naval Air Reserve Whidbey Island, Wash.

Naval Reservist plies heartland's airways and waterways

Story by JO1(SW) Nancy Hessen

As a senior flight attendant for Trans World Airlines (TWA), Debra Bainbridge, of Council Bluffs, Iowa, ensures the safety of her passengers and crew in the sky on a daily basis. But for one weekend a month and two weeks each year, she trades a flight attendant's uniform for Navy dungarees and is known as Boatswain's Mate 1st Class Debra Bainbridge. She's a coxswain, providing safe passage on the waterways of Peoria, Ill., on duty with the U.S. Coast Guard.

"As a flight attendant you meet a lot of people," said Bainbridge, who is responsible for passenger cabin pre-

flight inspections and passenger safety briefings in her civilian job. As a coxswain assigned to Naval Station Pearl Harbor Small Craft Repair Unit in Peoria, Bainbridge continues to meet people and is also responsible for the safety of the boat and crew, but the similarity ends there. "I don't fly the airplanes," she said, "but I drive the boats."

Bainbridge keeps her coxswain skills current through her Naval Reserve drills in Peoria, during which she gets to rehearse her extensive training, often with the Coast Guard. "They're real willing to let us get behind the helm and practice," she said.

During her time with the Coast Guard, Bainbridge has driven small boats on the Illinois River and practiced boat landings. She also squeezes

Right: Debra Bainbridge briefs passengers on emergency safety measures during a TWA flight. **Below:** Bainbridge boards a Coast Guard cutter during Reserve duty time.



U.S. Navy photo



U.S. Navy photo

in rate training during drills

Bainbridge sees parallels between her dual occupations. "The Navy does a lot of refreshers in handling emergency situations, which relates to my civilian job," she said.

"I really enjoy being a Reservist, and the differences between my roles as a coxswain and a flight attendant," said Bainbridge. "I'm satisfied with being on water and in the air — but the air gets you there faster." ⚓

JO1(SW) Nancy Hessen is assigned to NR NAVINFO-Midwest Det. 113, NRRC Great Lakes, Ill.

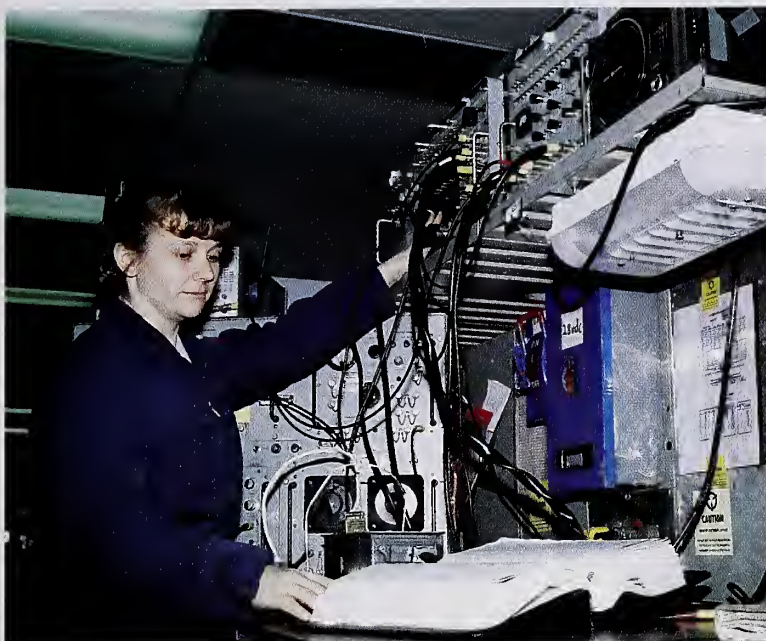


Photo by PHC(AW) James E. Livingston

◀ AT2 Mary A. Lavinder, of Rawlings, Wyo., runs test and check according to technical publication procedures on an Identification Friend or Foe (IFF) transceiver at Aircraft Intermediate Maintenance Department, Naval Station Norfolk.

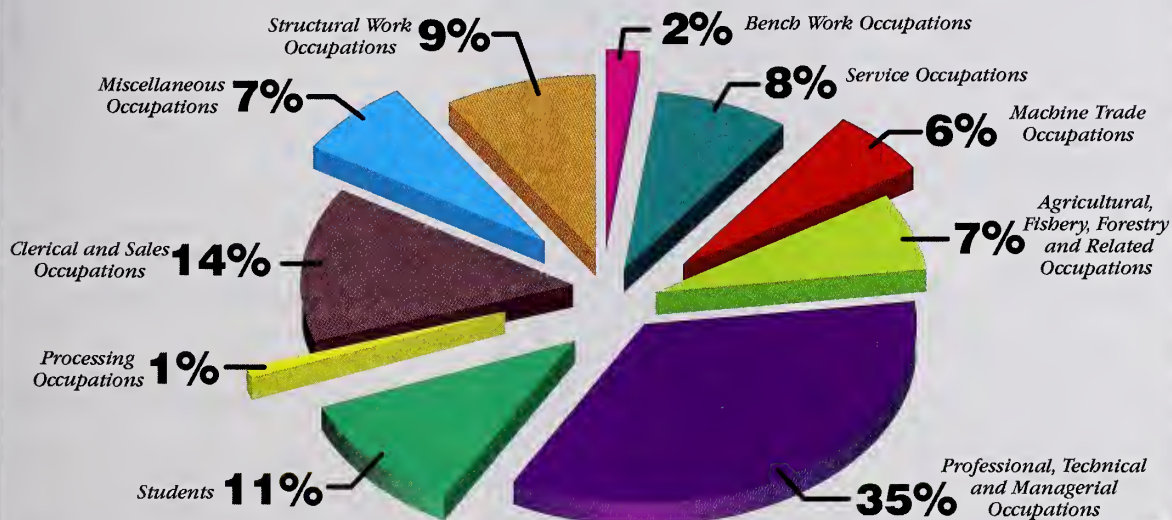
Photo by PH1(AW) Gary L. Reinhart



▲ David J. Nieves logs information during his first day on the street as a Virginia Beach, Va., police officer. Nieves is a Photographer's Mate 2nd Class assigned to NR Atlantic Fleet Imaging Unit 0186, NAVAIRE Norfolk.

Twice a Citizen

Naval Reservists in civilian occupational fields



Source: COMNAVRESFOR

Graphics by H&B

Can you talk the talk?

Common Naval Reserve terms

ADSW - Active Duty for Special Training

ADT - Active Duty Training. Normally 12 to 17 days per year (once called ACDUTRA).

APG - Advanced Pay Grade. Provides for enlistment/reenlistment of civilians who possess certain qualifications in pay grades E-4 or higher. No extended active duty is required.

AT - Annual training.

COMNAVAIRRESFOR - Commander, Naval Air Reserve Force.

COMNAVRESFOR - Commander, Naval Reserve Force.

COMNAVRESREDCOMREG - Commander, Naval Reserve Readiness Command

Region.

COMNAVVSURFRESFOR - Commander, Naval Surface Reserve Force.

Drill - A period of training on inactive duty, usually four hours in duration.

Drill Pay - One day's active-duty pay earned by attendance at one drill.

FTS - Full-Time Support.

IDT - Inactive Duty Training. Refers to drill periods.

IRR - Individual Ready Reserve. Reservists not affiliated with drilling units.

NAVAIRRESCEN - Naval Air Reserve Center.

NAVRESCEN - Naval Reserve Center.

NAVAIRES - Naval Air Reserve.

NAVRES - Naval Reserve.

NAVRESPERCEN - Naval Reserve Personnel Center.

RBSC - Reserve Billet Sequence Code.

RCHB - Reserve Cargo Handling Battalion.

Ready Reserve - A status in which members serve under a statutory military obligation or under a written agreement.

REDCOM - Readiness Command.

REFLEX - Reserve Flexible (Drilling

BM2 Guiotto Dacenay, a SELRES, stands boatswain's mate of the watch aboard USS Clark (FFG 11).



Photo by SMC(SW) Len Burkhardt

Photo by JOC John F. Williams



HSL 94's helicopter Golden Sword 24 lands on the deck of USS *Samuel Eliot Morrison* during mutual training and preparation for BALTOPs '96.

Opportunities).

Retired Reserve - Reserve force composed of retired Reservists.

Retirement Points - Earned at the rate of one point for each drill and one for each day of active duty. Basis for computation of retired pay beginning at Reservists' attainment of age 60.

RNMCB - Reserve Naval Mobile Construction Battalion.

RSTARS - Reserve Standard Training Administration and Readiness Support.

Selected Reserve - That portion of the Ready Reserve consisting of members in a drill pay status.

SELRES - Selected Reservist.

SIMA - Shore Intermediate Maintenance Activity.

Standby Reserve - An active and inactive status

manpower mobilization resource which cannot be ordered to active duty involuntarily by the President without approval from Congress and only if the Secretary of Defense determines that ample Ready Reserve expertise and units are not readily available for the emergency at hand.

TAD - Temporary Additional Duty.

TAR - Training and Administration of Reserves. Career Reserve personnel on full-time active duty.

Total Force - Integration of active and Reserve forces as one force.

VTU - Volunteer Training Unit. A unit formed by volunteers to provide Reserve duty training in a non-pay status for individual Ready Reservists and active status Standby Reservists.

A special "thank you" goes to JOC Charlotte Crist, NR USACOM, Psychological Operations, AVU 0286, Norfolk; LT Matt Klee and JOC(SW) Michael Dean, NR OI Det. 206, Washington, D.C.; and the staff of the COMNAVRESFOR public affairs office for their hard work and literary talents to make this Reserve section of *All Hands* possible.



U.S. Navy wins in Great Race

Story and photos by JOC(AW) Robert Wilson



Ok, so maybe you can't take an aircraft carrier to Montana, but there are other ways to take Navy awareness into the American heartland. Such as by car — very old cars to be specific.

Nearly 100 antique or classic cars zoomed into 37 inland cities this summer, carrying the message, "The Navy is still hiring," to thousands of people who live hundreds of miles away from the nearest Navy base.

Commander, Navy Recruiting Command co-sponsored the 1996 Corel Great Race. This 4,000 mile road rally began in Tacoma, Wash., and ended 14 days later in Toronto. The race featured such automotive legends of yesteryear as a 1916 Packard, a 1930 Studebaker, a 1929 Ford Model 'A' Speedster, a 1910 Selden Raceabout, a 1930 Pierce Arrow 'C' and a 1932 Nash

Sedan.

These cars proved to be visual magnets whether on the road or in towns during lunch, dinner and pit stops. Thousands of well-wishers in each city were exposed to the Navy through, "Go Navy" stickers on both sides of these pre-1942 cars, Navy ball caps worn by many of the drivers, the Navy Ceremonial Band and local recruiters.

"The Great Race provided an opportunity for us to show up in uniform and show everybody that, al-

▲ ▲ SN Jeremy Scott, a member of the Honor Guard, holds the American flag as the Navy Band begins the Great Race festivities at Lewistown, Mont.

▲ Recruiter UT1 Wesley Lester of Navy Recruiting Station Wenatchee, Wash., gets a chance to sit in a 1931 Ford Cabriolet with driver Fred Scuncio.



◀ Race organizer Tom McRae (left) thanks recruiters BMC Spencer Farrow (center) and AT2(AW) Sean Norton for their support of the Great Race.

green starting flag. From that moment on, the Navy played a significant role in each subsequent leg of the race.

When there were a few minutes between car arrivals, Tom McRae, race founder, director and narrator would remind the crowd that, "The U.S. Navy is hiring more than 60,000 young men and women this year, and they're offering more than just jobs — they're offering careers."

Many recruiters also used the occasion as an activity for their Delayed Entry Program members. Under the Delayed Entry program (DEP), future Sailors obligate themselves to the Navy, but can take up to a full year before actually reporting for active duty.

"I had my DEPers walk around in their Navy T-shirts talking to other young people," said Operation's Specialist 1st

Class Steve Ingraham of NRS Coeur d'Alene, Idaho.

"DEPers do a great job of helping recruiters because they know that we have the applicant's best interests at heart."

Although final numbers of how many young people actually joined the Navy because of the Great Race are not in yet, NRD Seattle alone set up 40 interviews with potential applicants along the way. "The Great Race infused energy and patriotism into our message that the Navy is still hiring," said NRD Seattle Commanding Officer, CDR J.J. Jones, "It provided a forum for us to successfully deliver that message into small towns all across America." ‡

Wilson is assigned to Navy Recruiting District Seattle, public affairs office.



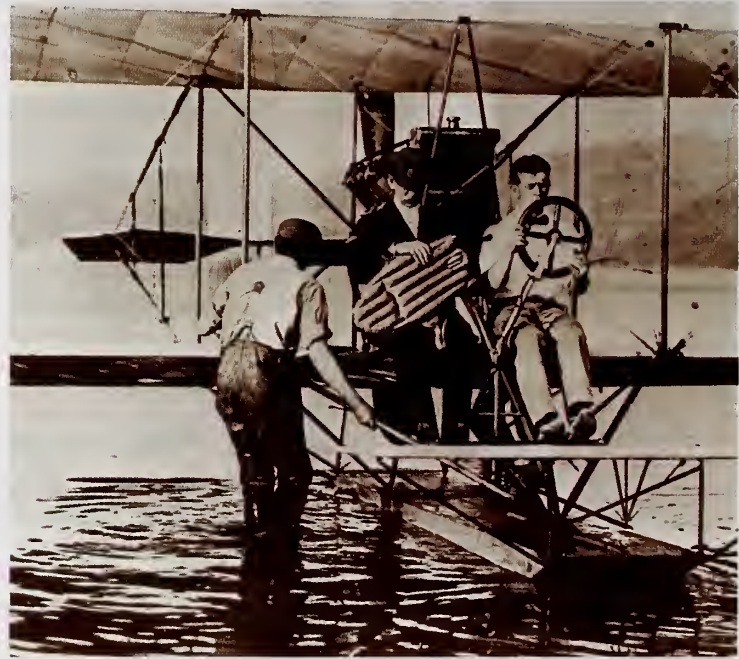
▲ Bandmaster ENS Isaac Daniel of Detroit, teaches 11-year-old Erin Klahn how to conduct the band during their performance in Helena, Mont. The band played during lunch and night stops throughout the U.S. portion of the Great Race.

though Navy presence may be small here, we are still an active part of the community," said Chief Boatswain's Mate Spencer Farrow of Navy Recruiting Station (NRS) Wenatchee, Wash., during a stop in nearby Moses Lake, Wash. "It was a lot of fun for us to meet people, and it gave the community a chance to see who their local recruiters are. The people we meet today may be the Sailors of tomorrow, or be able to refer future applicants."

CAPT Sterling Nichols, Commanding Officer of Navy Reserve Office of Information Detachment 206 and Tacoma, Wash., recruiter Chief Navy Counselor Bill Clinton began the race by waving the ceremonial

Naval Aviation

1911 to 1996



U.S. Navy photo



Proby Ed Stechen

Navy's 'Ace of Aces' dies

Retired CAPT David McCampbell, the Navy's "Ace of Aces," passed away June 30 at the age of 86. One of only two naval aviators to ever receive the Congressional Medal of Honor for air-to-air combat action, McCampbell is credited with 34 aerial victories.

As Commander, Air Group 15 during the Battle of the Philippine Sea, McCampbell led his fighter planes against a force of 80 Japanese carrier-based aircraft bearing down on the fleet. He personally destroyed seven hostile planes during a single engagement in the course of the battle.

During the Battle of Leyte Gulf, he and one other plane intercepted and daringly attacked a formation of 60 hostile land-based aircraft. McCampbell's nine victories in that engagement remains unequalled in the history of aerial combat.



- ▲ 1919 A naval aviator releases carrier pigeons from the float of his seaplane at then U. S. Naval Air Station Anacostia D.C.
- ◀ 1943 Women are playing an ever increasing role in the building of U.S. warplanes. This woman is riveting a section of the fuselage.
- ◀◀ 1911 At the controls of the Navy's first aircraft, the A-1 *Triad*, LT T. G. Ellyson prepares to take CAPT W.I. Chambers aloft during flights at Hammonds-port, N. Y. The A-1 *Triad* was one of the first two aircraft ordered by the Navy, and the only amphibious version. Ellyson is considered to be the "father of naval aviation."

► **1968** A P5M-2 *Marlin* anti-submarine flying boat from VP-40 “anchored” in San Diego.

▼ **1996** Aircraft from the squadrons of Carrier Air Group 14 aboard USS *Carl Vinson* (CVN 70) fly over the carrier at sea, demonstrating the diversity of today’s naval aviation.



U.S. Navy photo



U.S. Navy photo



▲▲1948 Adelie penguins inspect a Sikorsky H3S-1 helicopter from Task Force 39 in Antarctica.

▲ 1919 CDR Albert C. Read (left), CDR Richard E. Byrd (center) and an unidentified mechanic check out the NC-4 in preparation for their upcoming trans-Atlantic flight.

Around The Fleet...

Scholarships ...

Two local students recently received scholarships from the Navy Supply Corps Foundation at a ceremony held at Commander Naval Air Force Pacific Fleet Headquarters (AIRPAC), located at Naval Air Station North Island, San Diego.

Nancy Ladao, daughter of Retired Senior Chief Storekeeper Diosdado Ladao, was awarded a four-year, \$8,000 (\$2,000 per year) scholarship in honor of RADM Robert Stack. Nancy is ranked fourth in her high school class of 308 and maintains a 4.35 grade point average. She was chosen for the scholarship because of her exemplary scholastic ability, leadership and character.

Eileen Tumulad, daughter of Master Chief Mess Specialist Benjamin Tumulad, was awarded a one-year, \$2,000 scholarship. The scholarship was given on behalf of the Supply Corps Association of Japan. Eileen's mother, Evelyn Tumulad, accepted the award on her behalf.

Competition for scholarships is open to college students who are children of members of the Navy's Supply Corps community, whether



Photo by PH3 Belinda Ramos

Nancy Ladao displays \$2,000 scholarship award.

officer, enlisted, active, retired or reserve.

Scholarship recipients are selected by the association's scholarship selection board. The candidates are selected based upon character, academic achievement, leadership and participation in extracurricular activities. The Navy Supply Corps Foundation can be reached at (706) 354-4111. †

BSA ...

The Boy Scouts of America have long played an important role in the development of America's youth by building character, citizenship and improving personal fitness. Naval Special Warfare Center (NSWC), Coronado, Calif., assisted them by establishing an Explorer Scout Post last February.

Explorers are the young adult division of the Boy Scouts open to young men and women age 14 through 20. The post's mission is to expose the Explorers to all facets of naval special warfare while developing and promoting leadership, fitness, community service, outdoor activities, social interaction and providing information on Navy career opportunities.

The participants have enthusiastically embraced the program and received positive exposure to the special warfare community. Two of the Scouts are in the Navy's Delayed Entry program (DEP), committing themselves to joining the Navy to become future Basic Underwater Demolition/SEALs (BUD/S) students. †

Self help ...

The self-help division at Naval Air Station (NAS) Norfolk's facilities management department (FMD) is one of the prime examples of how NAS is improving its appearance while maintaining quality of life and safety within the work place. The need to reduce the cost of ordering materials for NAS Norfolk customers is the motivation behind the self-help division.

The self-help division provides material and technical assistance for repairing and rehabilitating FMD and tenant command work spaces. The division's electricians and Seabees responded to 30 projects at NAS and tenant commands last year.

"The idea is to lower the cost," said Chief Steelworker Daniel Love, self-help division officer. "By using our own people, we provide additional training



Photo by SWC Daniel Love

SW3 William Boyd works in the builder's shop cutting lumber for concrete forms for a project at Ely Memorial Park.

for them while cutting back on the hourly rate for the labor." †

Award ...

NEY Award winners announced

The 1996 winners of the Navy CAPT Edward F. Ney Memorial Awards for Outstanding Food Service in the Navy were announced by Navy Secretary John H. Dalton. The awards were formally presented to the winners recently in Atlanta. The Ney awards, established in 1958 by the Secretary of the Navy, recognize food service excellence by judging key areas in customer service, restaurantship, cleanliness and management.

Initially, more than 440 general messes compete for the Navy awards. Ney awards are presented in 10 categories.

Afloat winners:

Submarines - USS *Honolulu* (SSN 718).

Submarines - Runner-up - USS *Baltimore* (SSN 704).

Small Afloat - Assault Craft Unit 2.

Small Afloat Runner-up - USS *Rodney M. Davis* (FFG 60).

Medium Afloat Runner-up - USS *Merrill* (DD 976).

Large Afloat - USS *Essex* (LHD 2).

Large Afloat Runner-up - USS *Wasp* (LHD 1).

Tender - USS *Simon Lake* (AS 33).

Tender Runner-up - USS *McKee* (AS 41).

Aircraft Carrier USS *Carl Vinson* (CVN 70).

Aircraft Carrier Runner-up - USS *America* (CV 66).

Ashore winners:

Small Ashore - Naval Computer and Telecommunications Area Master Station, Eastern Pacific, Honolulu.

Small Ashore Runner-up - Naval Air Station, Atlanta.

Medium Ashore - Submarine Base, Bangor Wash.

Medium Ashore - Naval Shipyard, Norfolk.

Large Ashore - Naval Station Pearl Harbor.

Large Ashore Runner-up - Naval Amphibious Base, Little Creek, Va.

Hospital - National Naval Medical Center, Bethesda, Md.

Ultra Marathon

Running a marathon takes its toll on a runner. Endurance, preparation and proper training all factor into running a successful marathon. But for Hospital Corpsman 2nd Class (DV) Frank C. Dudas Jr., a Naval Reservist attached to Inshore Boat Unit 21 at NAS South Weymouth, Mass., a normal marathon wasn't enough. He ran in an ultra-marathon.

Dudas, 35, recently represented the Naval Reserve at an ultra marathon in Woodstock, Vt. The ultra-marathon consisted of 100 miles of grueling hills and rocky trails. Dudas was allowed to stop to change his sneakers, eat and drink, but he had only 30 hours to complete the ultra-marathon. He prepared for the event by putting in many hours of running.

Dudas's personal goal was to

finish the marathon in 24 hours. He finished 51st out of 250 runners with a time of 22:36:20. With that time, Dudas qualified for the Western States 100-mile ultra-marathon in June 1997.

"[I'm] proud, very proud," Dudas said. "The Reserve is a career for myself. This was a good way to show the public the Navy is behind its people when it comes to physical fitness."

Dudas is currently employed as a paramedic with American Medical Response, Natick, Mass. His Navy training, though, has made him better prepared for what he faces on the job. "In the Navy, I've learned to stay focused and motivated, not to quit," Dudas said. "You have to be honest with yourself and show pride in whatever uniform you wear." ‡



HM2(DV) Francis Dudas, Jr., a Naval Reservist attached to Inshore Boat Unit 21, continues on his 100-mile run as part of an ultra-marathon held in Woodstock, Vt. Dudas finished 51st out of 250 runners.

Photo by Barbara Kirchner

Bearings

The Blues carry Emmitt Smith away

He's been a college football All-American, a five-time NFL All-Pro running back and has led his team to three Super Bowl championships. Now Emmitt Smith, the all-everything, record-setting tailback of the Super Bowl champion Dallas Cowboys can add another line to his resume – Blue Angels co-pilot.

The Navy's flight demonstration squadron performed recently at Naval Air Station Joint Reserve Base, Fort Worth, Texas. Before wowing the crowd with their spectacular stunts, the Blue Angels took Smith for the ride of his life.

"I always wanted to fly with the squadron, because they [are] based in my hometown, [and] I grew up watching them," said Smith, a two-time Super Bowl most valuable player and 1996 University of Florida graduate. Smith left school early to play in the NFL, but went

There was a lot of autograph signing before and after Smith went on his gravity-defying trip with the Blue Angels.



Photo by JO1 Michael Hart

back to finish his studies. "I always wondered what it would be like to be in one of those blue and gold planes."

Now he knows.

Smith went up with Blue Angels pilot LT Scott Beare of Alexandria, Va. The fun began immediately after takeoff when Beare whipped his F/A-18 *Hornet* rocket-style straight up in the air. From there he went into a series of twists, turns, loops and high-speed flying that made Smith wish he was on the football field – especially after they cruised over the Cowboys' practice facility.

"It was unbelievable," Smith said of his 45-minute excursion. "The excitement was just like being in a big game. My body was feeling all kinds of different things. Mentally I was excited about doing it, but my body was saying, 'No, you want to stop!' It was a great feeling being up there."

Smith's day wasn't all about zipping around in a Navy fighter jet. He, along with the Blue Angels crew, hosted five outstanding scholar-athletes from the Dallas area. It was a day not just for flying, but being positive role models for young adults as well.

"Knowing that Emmitt got his degree shows me that no matter how much money you have or how famous you might be, education is important," said Oscar Ross, a 12th-grade football player.

"The Blue Angels are awesome, said Pam Capik, a 1996 high school graduate. "They deserve all the respect in the world."



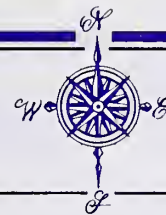
Photo by PH1(A/C) Casey Atkins

Emmitt Smith gives a thumbs up before taking off with the Blue Angels.

"It was real fun and exciting to meet the Blue Angels and Emmitt Smith," said 12th-grader Jason Head, who was inspired by the Blues' flight demonstration. "The work they do is real daring," he said. "It makes me want to fly jets someday myself."

That's what's important – getting kids set goals and have dreams, according to Aviation Electronics Technician 2nd Class (AW/SW) Ronnie Harper, the squadron's No. 7 crew chief. "We (Emmitt and the Blue Angels' crew) all strive to be positive role models for kids," said Harper, a Louisville, Ky., native. "Our message is if they stay in school, they might be able to fly for the Blues, be a star running back or a success in whatever field they choose. We want them to know that if they work hard they can achieve their goals." †

Story by JO1(AW) Michael R. Hart, a photojournalist assigned to All Hands.



Sailors build "Gift for Kids"

More than 30 Sailors from USS *Pennsylvania* (SSBN 735) (Gold), Naval Mobile Construction Battalion 23 Reserve Det. 0723, and the Naval and Marine Corps Reserve Center Erie, Pa., joined forces and contributed more than 900 man



hours during one week in July repairing a 30,000 sq.ft. warehouse for the charity "Gifts for Kids."

CDR Spenser Tolis, commanding officer of *Pennsylvania* wanted to renew ties to the ship's namesake. "We formed a committee to select a Pennsylvania charity, so we could contribute locally. Gifts for Kids seemed like an outstanding opportunity for us," said Senior Chief Fire Controlman Anderson, Chief of the Boat.

Begun in 1994, Gifts for Kids receives damaged or defective toys from large toy manufactures or retail outlets. Approximately 75 volunteers, many of them retired military members, repair the toys for distribution throughout Pennsylvania. "More than 30,000 neglected or abused children throughout Pennsylvania receive toys from Gifts for Kids throughout the year for their birthdays or Christmas," said Denise Fultor, executive director of Gifts for Kids.

Pennsylvania contacted the local Reserve Center's Command Chief, Chief Hull Technician Ray Sloan to inform him of the repair project. "We immediately contacted our Reserve construction battalion unit to provide the planning and estimation required as well as the technical support. Our full time support staff also jumped at the chance to get involved. It was an excellent opportunity for our Selected Reserves to work with another active-duty command for the good of the local "community," said Sloan.

The most impressive project was the construction of a 10 foot by 30 foot combination handicap ramp and loading dock, which allowed the facility to meet Federal Handicap Regulations as well as expand their receiving operations. The combined crews also removed two unsafe walls, cleared two storage rooms and used more than 40 gallons of paint.

The week ended with a pancake breakfast, held in the Navy's honor and as a send off to USS *Pennsylvania's* crew. The breakfast, attended by 300 people, gave Erie's mayor an opportunity to present Tolis with a key to the city to recognize the crew's accomplishments. ⚓

Story and photo by LT Drew G. Flavell, assigned to USS Pennsylvania (SSBN 735) (Gold).

USS *Pennsylvania* (SSBN 735) (Gold) crew members paint the trim of a newly installed window at the Gifts for Kids warehouse in Erie, Pa.

Bearings

Kids Alive on board Essex!

The flight deck came alive with kids during a recent performance by the musical group, "Kids Alive."

Kids Alive is an ensemble of children, ages 7 through 17, who sing, dance and give theatrical performances at a community theater in Peoria, Ariz., a suburb of Phoenix.

They performed aboard *Essex* during this year's summer tour in San Diego, as a request from one of the crewmembers who saw the group perform at Sea World. "Sometimes we have a booked appearance if we know someone in the area, or if we are sponsored by an organization like Disneyland," said Christie McKibben, one of the tour sponsors and the musical director at the theater.

Kids Alive gives the children an opportunity to be actively involved in something positive, according to McKibben. It also allows them to do good things for other people by reaching out to them through music, dance and public appearances. The kids in turn are trained in speaking and presenting themselves in public.

"It's not just about singing and dancing, but also about personal growth and self esteem," said McKibben. "A lot of this happens while the kids are on summer tour when they bond and work together to make the tour happen."

Kids Alive is also a tuition class that puts on seven productions during the school year and four during the summer. They perform at the community theater, schools, retirement homes and other civic organizations. The group has been in existence for nine years and began the summer tours eight years ago. With the first tour the children had to apply and be interviewed before they were selected to go on the summer tour.

"Initially it was only 13 kids in a 15-passenger van and they traveled for five weeks around the United States. Now the kids can elect to go, and they all decide where they go," said McKibben.

Kids Alive is a non-profit organization, and whatever money is received for their performances is used toward the summer tour. The families of the children provide any additional funding necessary to go on the trips. The group has revisited Russia and England on past summer tours.

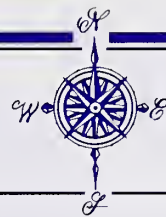
Shawn Cunningham, a member of the group,



The musical group, Kids Alive performed aboard USS *Essex* (LHD 2) during the group's visit to San Diego.

thought the visit to the *Essex* was cool. "We had fun here and there was a lot of exciting stuff to see," he said. He also went on to say this about their summer tour – "San Diego rules!" ‡

Story by OS2 Robert E. Williams Jr. and photo By PHAA David Wessel, both assigned to USS *Essex* (LHD 2).



Sailor overcomes lifelong challenges

A Vietnam refugee lands in the United States, completes a bachelor's degree in Electrical Engineering, then joins the Navy out of "a sense of obligation" to the Americans who helped along the way. This sounds like a movie script, however, it's a true life story.

Reserve Aviation Electrician's Mate 3rd Class Pafug Dung Phan, assigned to the Cable Manufacturing Work Center at NAS Atlanta, not only wrote this script, but lived it as well. Phan was born in 1968 in Binhgia, Vietnam, at the height of the Vietnam Conflict. By the time he was 17-years-old, his mother had saved \$1,000 and paid a boat captain to take her son out of Vietnam in hopes he would have a better life. "She made many sacrifices for me and my brothers. She worked the fields and saved money for me to leave the country," Phan said. "My father died when I was young, but [my mother] didn't remarry and raised us all on her own."

Phan and 92 other passengers were on a course to an unknown destination until three days later when they were picked up by a passing commercial ship and dropped off in Singapore. After a 2.5 month wait for immigration processing, Phan moved on once again, this time a flight to River Falls, Wis., to live in a house with eight or 10 other refugees from different countries. His livelihood was supported by a local church in River Falls, where the congregation



AE3 Pafug Phan repairs cable at the Cable Manufacturing Work Center, NAS Atlanta.

became his family until he graduated from high school two years later.

After graduation, Phan attended River Falls University, completing his pre-engineering education and eventually landing at Minnesota State University where he received a Bachelor of Science in Electrical Engineering.

Most people would consider this success enough, but not Phan who had other things on his mind. Out of loyalty to America, and a sense

of obligation to those who helped him achieve his dreams, he joined the Navy in 1995, graduated boot camp and then went on to AE "A" school. Upon completion of school he reported to NAS Atlanta.

Phan would like to complete his second bachelor's degree, this one in computer science, and then pursue a Master's degree in Engineering. Phan has not made up his mind past the next four years, but he would like to see about a commission in the Navy or go on to a career in the civilian community.

He also has plans for his family. Phan has not forgotten who made his dream possible — his mother and brothers in Vietnam. "I will send

money every chance I get to help out and my future plans are to get my mother over here, with my youngest brother." Phan added that his older brothers are grown, and will probably stay there or find a way here on their own. "I've done all the paperwork necessary to get my mother over here. It is just the monetary situation now."

For Phan and those who know him, this is just another goal he will achieve in due time. ‡

Story by LT Cynthia Geyer and photo by PH1 David Miller, NAS Atlanta public affairs office.

Bearings

Making dreams come true easy for Navy team

It was a dream come true for some young survivors in Oklahoma City: a trip to Florida on a Navy C-9 and a ride with the crew on USS *Oklahoma City* (SSN 723), a fast attack nuclear powered submarine.

The special journey, dubbed 'Oklahoma by the Sea,' was a joint effort of Naval Reserve Office of Information Detachment 411, Commander Submarine Forces Atlantic, *Oklahoma City* and several corporate sponsors.

Initially organized for the children who had survived the April 19, 1995, bombing of the federal building in Oklahoma City, it was expanded to include four children

from the cancer center at Children's Hospital of Oklahoma.

A C-9B *Skytrain* from Fleet Logistics Squadron (VR) 52 at NAS Willow Grove, Pa., landed at Will Rogers World Airport in Oklahoma City, June 17, 1996, to take on the young passengers and their parents for the trip to Fort Lauderdale. USS *Oklahoma City* was conducting training operations off Florida's southern coast.

In Fort Lauderdale, the submarine was waiting to take the children on board and get underway. The commanding officer, CDR Richard Snead, made the children submariners for the day, allowing them to take turns at being helmsmen, peer through the periscope and listen to sonar.

"To see the excitement not only on the faces of these kids, but also on the crew, made all the preparation and hard work worthwhile," Cdr. Snead commented when the children were back on land.

It was his wife, Missy, who initiated the idea of the trip when she and other wives from the submarine visited with young victims in Children's Hospital of Oklahoma shortly after the bombing. Meals, transportation and lodging while in Fort Lauderdale were paid for by corporate sponsors and Navy donations.

Another squadron, VR-56, from NAS Norfolk, picked up the children and delivered

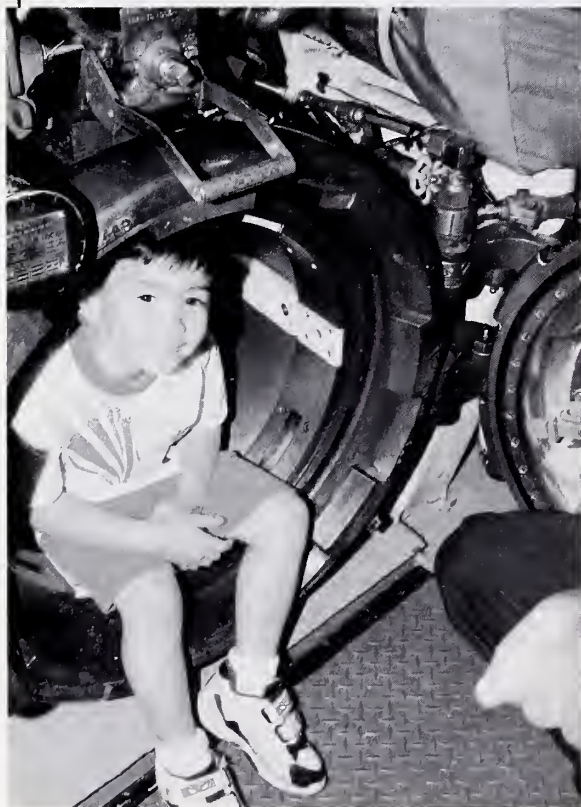
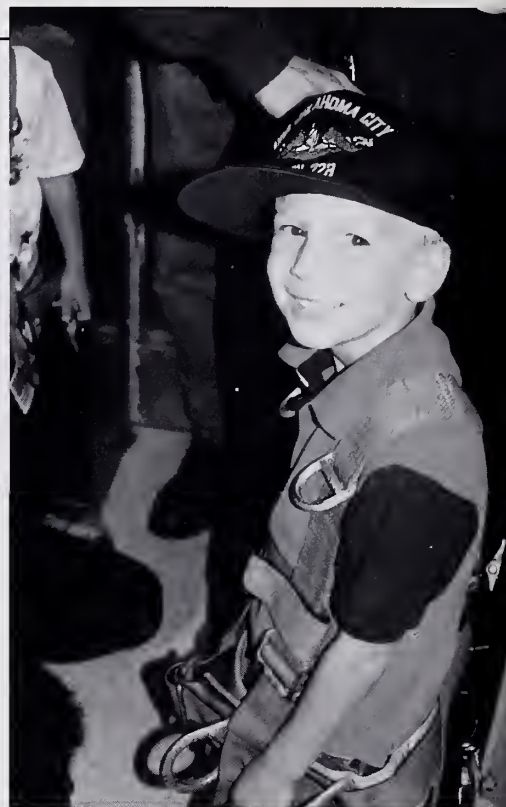
them safely back to Oklahoma City, on June 19. LCDR Ted Morse, a Selected Reserve pilot, was at the controls and remembers the excitement that day.

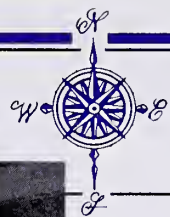
"This was the kind of mission that makes you feel good," Morse said. "As a civilian I fly for United Airlines. We can't bring children into the cockpit on commercial flights, but we did on the C-9. They were so excited."

Thu Nguyen, whose son, Christopher, has recovered from injuries he received in the bombing, said the family had turned down similar offers from well-wishers.

"This trip was for the children," he said. "This trip was an opportunity of a lifetime!" †

Story and photos by JO3 Sharon Chan who is assigned to NR OI Det. 411, Naval Reserve Center in Oklahoma City, Okla.





Joint Reserve Force

The Defense Logistics Agency (DLA) is fielding a valuable weapon in providing a pipeline of logistics support that stretches from distribution depots to the front lines. This weapon is Joint Reserve Force. The force of 1,300 is composed of teams that include 715 Navy, 250 Army and 340 Air Force Reservists.

Reservists attached to Defense Distribution Region West (DDRW) serve in a unique capacity. They have two basic missions. One mission is to build and operate deployable distribution systems to receive, process and issue material in support of disaster relief or theater operations. The other mission is to provide immediate surge support to DDRW depots in the event of a major troop mobilization and deployment.

Monthly drills at 10 depots across Utah, Texas and Oklahoma

provide hands-on training and real-world work experience in the business of providing distribution support for the military services.

The most recent joint regional exercise occurred at Defense Distribution Depot Ogden, Utah, this summer when 115 Reservists came to test both missions. The primary objective of this evolution was to test and train surge capability and exercise deployable material distribution capabilities.

The first challenge was to get experienced reservists in place at the depot in 12 hours. The second was to erect a tent city to accommodate the Joint Reserve Force. "Bringing reservists together in a joint exercise is vital," said Chief Storekeeper Myrna Farrar, who logged nearly 48 hours on the exercise before getting some rest. "You get to see who the other players are and it's evident that



SK3 Luis Ackerman from DDRW Det. B420 in Salt Lake City, dismantles storage racks.

teamwork is where it is at."

"We completed a lot of hard work," he said. "I'm proud of the job we did," said SK3 Louis Ackerman. ‡

Story by Doug Imberi, photos by RM3 Michelle Broskavich of DDRW Det. B420.

ENS pinned with World War II bars

There is a lot of World War II history in the gold bars pinned on newly-commissioned ENS William H. Forestelle III this June. They are the same ones worn by his father, a Navy lieutenant, more than 53 years ago in South Pacific operations.

Dr. William H. Forestelle (former Aviator No. C4547) was a fighter pilot who made 99 aircraft carrier take offs and landings from eight different carriers. He retired from the Naval Reserve in 1952.

The younger Forestelle enlisted in the Navy in 1967 at the Oakland Induction Center. His career from seaman to ensign occurred by way of the Limited Duty Officer pro-

gram. "This looked like a good program, and a way that I could follow in Dad's footsteps," Forestelle said. "With the Navy downsizing, the opportunity to make the senior ranks of an enlisted rate was scarce. But, I never gave up, and I'm glad the Navy is willing to invest in my future."

The younger Forestelle lives in Oxnard, Calif., where he is employed as a Senior Special Investigator for the California Department of Motor Vehicles. ‡

Story and photo by Marilyn Moore, a public affairs specialist at Naval Air Reserve, Point Mugu, Calif.



ENS William H. Forestelle III receives his father's World War II ensign bars at the June Naval Reserve CV 176 commissioning ceremony, Point Mugu, Calif.

Shipmates



Radioman 1st Class (PJ) Kenneth Pieper of Naval Computer and Telecommunications Det., Brunswick, Maine, received the Military Outstanding Volunteer Service Medal. Pieper, an Akron, Colo. native, spends his leave each summer as a director at Camps Hope Share in Fort Collins, Colo., where he manages 22 people and helps mentally and physically-challenged campers.



Yeoman 3rd Class Melesia L. King was selected as USS *Mount Baker's* Junior Petty Officer of the Quarter, first quarter 1996. A native of Tennville, Ga., King is assigned as the reenlistment and correspondence clerk in the ship's office. She will transfer to VPU-2, Barbers Point, Hawaii, when *Mount Baker* transfers to Military Sealift Command in December 1996.



Pamela O. Anderson was selected as the Employee of the Year for the Atlantic Division, Naval Facilities Engineering Command, Norfolk. As head of the Environmental Planning Section, she guided the Navy through the National Environmental Policy Act for every environmentally sensitive project managed by Atlantic Division.



Aviation Machinist's Mate 1st Class Erumena Octovo was meritoriously advanced under the Command Advancement program. Octovo, a native of Nigeria, was selected for his professional achievements, personal dedication and high moral character. He is the shop LPO for Patrol Squadron 91, Moffett Field, Calif., and was recently named Sailor of the Quarter.



LT Charles B. Colagiuri received a Navy Achievement Medal for serving as auxiliary division officer on board USS *Kearsarge* (LHD 3). An Upper Montclair, N.J., native, Colagiuri's leadership contributed to the successful accomplishment of two shipyard level ship alterations that saved the Navy more than \$160,000.

November **ALL HANDS** Contributors

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J03 Jeremy Allen
J02 Chris Alves
J02 Bill Austin
CDR J. Baucom
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SMC(SW) Len Burkhardt
D. Carmody
J03 Sharon Chan
Spc. Greg Chandler
AECS Mardon Connelly
J02 Elizabeth Crapo
JOC Charlotte Crist
Vince Cuthie Jr.
PH3 Sam Dallal

JOC(SW) Michael Dean
LT Drew G. Flavell
J01 Eugene Fleming
J02 Rodney Furry
J02 Denise Garcia
LT Cynthia Geyer
LCDR Mark Haley
JOC Cleve Hardman
J03 Rita Harlin
J01(AW) Michael R. Hart
J01(SW) Nancy Hessen
DM2 Brian Hickerson
PA3 Mark Hunt
William Kenny
Barbara Kirchner

J01 Catherine Kurchinski
PHC(AW) James E. Livingston
LCDR D. Lloyd
SWC Daniel Love
ENS Michael Lukshin
PH2 Michael Magee
ENS Kimberly Marks
J02 Jeffrey McDowell
PH1 David Miller
Marilyn Moore
PH1 Benny Moritz
PHAA Damon Moritz
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the attractive pay; benefits; training opportunities; and others are simply proud to continue to serve. Regardless, they all play important roles in the defense of our country.

You can receive additional information on the benefits of participation in the Naval Reserve, and a number of other important topics, by attending a CARIT brief. For specific information, times, and locations please contact your Command Career Counselor, Family Service Center or the Career Information Team at:



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Check out our World Wide Web page at "<http://www.navy-reserve-jobs.com>"

Name: AT3 Stan Waddell

Assigned to: HCS-4, NAS Norfolk

Hometown: Danville, Va.

Job Description: Maintains and repairs communication, navigation and electronics gear on HH-60 *Seahawk* helicopters.

Achievements: 100 percent job rating requirements; 100 percent billet qualified in security watch; qualified with the .45 caliber and shotgun; electrostatic discharge petty officer.

Hobbies: Computers, electronics, collecting comic books.

Best Part of the Job: "The people in my shop. We're really tight knit."

Key to Success: "You have to stick with it. If things get tough, you have to charge right through them."



ALL HANDS

MAGAZINE OF THE U.S. NAVY

Diving
under
pressure
DECEMBER 1996



Happy Holidays

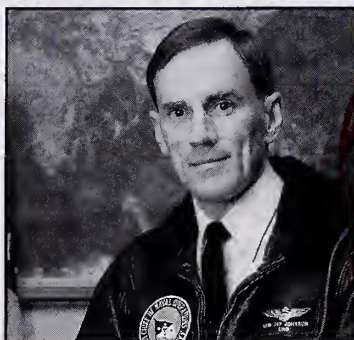
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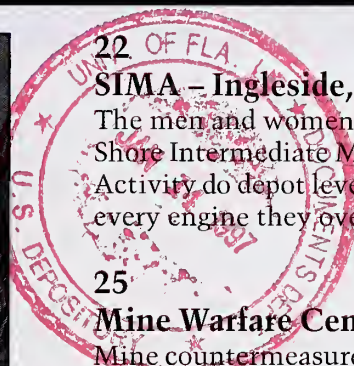
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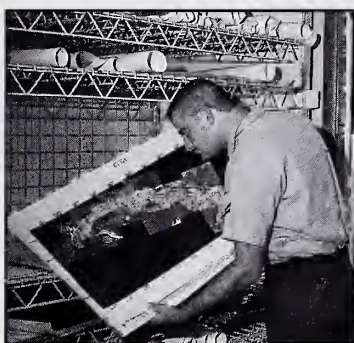
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On the Cover

Front Cover: Aboard USS *Grasp* (ARS 51), LT Christopher Johnson of Glenrock, N.J., prepares for his next 60-minute dive during search and recovery operations of the TWA Flight 800 crash site. Photo by JO2 Ligia Manniung

Opposite page: SN Derrick R. Andrews (center) of Shepard, Texas, shares a holiday greeting with shipmates (from left) SN Ann M. Davis of Greenville, Mich., SN Gerondick S. Cole of Canton, Miss., SN Jeremy D. Scott of Tulsa, Okla., and AA Nicole E. Clyburn of Lancaster, S.C.

Charthouse

IRS update

Sailors deployed to Operation *Joint Endeavor* may have questions concerning their taxes, ranging from their tax-exempt status to adjusted filing deadlines.

The Internal Revenue Service recently issued its interpretation of a law granting tax benefits to Balkan-based troops "as if" they were serving in a combat zone.

Officials with DoD's compensation office said the IRS patterned

the questions and responses on its Publication 945, "Tax Information for Those Affected by Operation Desert Storm."

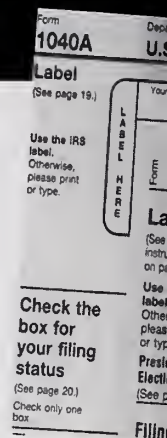
To qualify under the new law, officials said, service members must deploy outside the United States and away from their permanent duty stations in support of *Joint Endeavor*. The extensions and waivers apply at least 180 days after the individual departs the deployment

area for home station.

Troops or family members in the United States can direct *Joint Endeavor* tax questions to the IRS by calling 1-800-829-1040.

They may also e-mail questions to <oje@ccmail.irs.gov>.

‡



NEXCARD delinquencies

The Navy Exchange NEXCARD offers many benefits to Sailors, including no minimum purchase amount and low interest rates, but the requirement for making payments on time is still key.

NEXCARD customers have 24 months to pay their balance. The finance charge is calculated on the current account balance, not the highest billed balance.

Service members also have 105 days from the time the account initially becomes past due to the time when the DD-139 (a DOD form requesting pay garnishments) is issued.

NEXCOM used to have pay garnished at local Personnel Support Detachments, but recently the Defense

Finance Accounting System (DFAS) started automated collection of delinquent NEXCARD debts. NEXCOM still will not refer the debts to DFAS until they have provided the service

members the appropriate due process.

All service members who apply for the NEXCARD are required to initial a statement saying that if they fail to

make required payments on time, the entire NEXCARD balance can be declared immediately due and payable.

Members with delinquent NEXCARD accounts should be counseled to prevent automated collection by contacting NEXCARD at 1-800-760-3039 to establish a repayment schedule. ‡



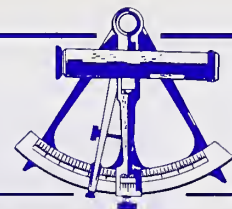
Uniforms

Uniform regulations are now available on CD ROM at the Norfolk Navy Exchange Uniform Shop. A computer and printer allows customers to get information from the disk and make a copy to take home.

"Before, our uniform regulations were in a 1.5-inch [thick] book," said Roger Blood, Naval Base Norfolk Navy Exchange general manager. "It wasn't a very customer friendly way to do it."

When the regulations were made available on CD ROM, the Uniform Shop jumped at the chance to get one. "It was such an easy way for us to provide better customer service," said Blood.

"It's a nice feature for our customers," added Sylvia Huey, uniform shop manager. ‡



U.S. Service
Tax Return (P) 1996
IRS Use Only—Do not write or staple in this space.
Last name
OMB No. 1545-0055
Your social security number
Treasury—Internal Revenue Service
Individual Income Tax Return (P) 1996
Dec. 31, 1995, or other tax year beginning
Last name
First name and initial
Last name
Spouse's social security number
Address and street, if you have a P.O. box, see page 11.
Apt. no.
City, state, and ZIP code. If you have a foreign address, see page 11.
Does your spouse want \$3 to go to this fund?
Does your spouse want \$3 to go to this fund?
Filing joint return (even if only one had income)

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To reduce the administrative burden on commands and streamline record maintenance in the fleet and at the Bureau of Naval Personnel (BUPERS), the Navy has eliminated NAVPERS 1070/609, Enlisted Performance Record, Page 9.

Page 9 information is duplicated on other documents in the Field Service Record, and actual evaluations or other supporting documents are used to make personnel decisions, according to BUPERS. Effective immediately, the requirement to maintain the Page 9 is canceled.

NAVADMIN 209/96 contains guidance for closing out Page 9s, filing evals in the permanent personnel record and documenting eligibility for the Good Conduct Medal and Naval Reserve Meritorious Service Medal on NAVPERS 1070/604, Enlisted Qualifications History, Page 4. ⚓

Reserve Transition

Leaving active duty doesn't have to mean the end of naval service, as those who attend the Naval Reserve Career Information Team (CARIT) brief during the separation process discover.

Mandated in CNO NAVOP 005/95, the brief helps members preparing to leave the naval service make informed choices about options in the reserve forces. CARIT also helps keep the Naval Reserve manned by skilled, experienced service members, who are the backbone of the Naval Reserve.

The half-day CARIT briefs are available through two sources — either as a standard portion of the transition assistance class or as a stand-alone briefing. If several individuals or a command desire a CARIT brief, two teams of 12 senior petty officers and chief petty officers from Norfolk and San Diego are available to help. Team members travel to requested sites anywhere the Navy has an installation, including Panama, Cuba, Iceland, Europe and Japan.

The CARIT brief covers several

topics, including: educational assistance benefit programs; disability retirement; social security benefits; retired/retainer pay; the Survivor Benefit Plan; military obligations; SGLI/VGLI; dental coverage; home loan guarantee program; separation travel pay entitlements; and more.

All separating and retiring personnel should attend a formal CARIT brief at least 120 days prior to separation. Deploying units should schedule the brief for separating personnel at least 90 days prior to deployment. Upon completing the pre-separation brief, a Page 13 entry is made in the member's service record, with a copy going to the command career counselor as verification of attendance.

To set up a CARIT brief, contact your command career counselor's office or the Career Information Teams by calling the Atlantic Fleet at 1-800-336-8673 or the Pacific Fleet at 1-800-732-2015.

See related story on Page 10. ⚓

Electricians needed

Surface nuclear trained Electrician's Mates with the 3384 and 3394 naval enlisted classification may volunteer for a permanent conversion to the submarine force.

The opportunity is available until March 31, 1997, for third, second and first class petty officers to balance electrician manning between the surface

and submarine warfare communities.

Qualified Sailors may apply using the Enlisted Personnel Action Request (NAVPERS 1306/7). Submit the request through your chain of command to the Surface Nuclear Electrician's Mate detailer (PERS 403CK). ⚓

Navy's 26th Chief of Naval Operations "steers by the stars"

Story by JO2 Chris Alves, photos by PH2 Felix Garza

"Who is the CNO?"
"What does he have to say?" "What is he thinking?" "What is he planning for our Navy as we head into the 21st century?"

These are just a few of the questions that Admiral Jay Johnson, the 26th Chief of Naval Operations, has answered during his visits with Sailors around the fleet. Since being confirmed in August, the CNO has held "all hands" calls with more than 20,000 Sailors on both coasts.

It's very important to the new CNO to get out and go "eyeball-to-eyeball" with as many Sailors as he possibly can to show them who their new CNO is. "ADM Boorda was known as a 'Sailor's Sailor' for very good reason," he said. "I'm proud to say I was 'Boorda-trained,' and I'm also very much committed to taking care of Sailors."

Taking care of Sailors is Johnson's number one priority. "It has been from day one, and will be to the last day I'm CNO," he said. "I have no intention of backing a way from that."

The CNO envisions four stars of equal magnitude in the constellation that will guide the Navy: operational primacy, leadership, teamwork and pride.

The feedback received from the fleet concerning his

"We will steer by the stars and not by the wake. I see four stars of equal magnitude in the constellation that will guide us: operational primacy, teamwork, leadership and pride."

**— Admiral J. Johnson
Chief of Naval Operations**

four-star philosophy has been very positive. "I think everyone understands the importance of all four of those stars," he said.

The key to his vision, however, is the Sailors on the deckplates. They are the ones who will make it work, Johnson explained.

"The Sailors are the ones who are going to harness and focus the new technologies. They are the ones with the great ideas," he said. "It's up to each of us to make our individual contributions and to better ourselves as Sailors. When we do that, then the whole Navy gets better."





Operational Primacy

We are the "World's Greatest Navy," said Johnson. "The fact is that providing our men and women with the best weapons platforms and equipment with which to swiftly and surely execute their operational missions, and to return home safely, as soon as possible, is the key to remaining that."



Teamwork

Teamwork, taking better care of each other, being loyal, working as one and not tolerating discrimination, is the second of Johnson's four stars.

Quality of life is a priority to Admiral Johnson, who is encouraged by this year's Defense Authorization and Appropriation Bills signed by President Bill Clinton. "I'm always concerned that we're taking good care of our people," he said. He talks about it as a priority, a challenge, and an obligation.

"We'll see quality of life improving," the CNO explained. Although "quality of life" means slightly different things to different people, Johnson uses the phrase in reference to "having the equipment we need to do our mission safely and effectively today and tomorrow," as well as the more traditional quality of life aspects of pay, housing, medical and retirement. "Inside each of

Admiral Johnson goes "eyeball-to-eyeball" with the troops in San Diego. Johnson believes it is important to show the fleet who their new CNO is.



Photo by PH1 Dolores L. Anglin

those areas, we are working on specific programs to make things better," he said.

"One of the things that made a hard impression on me as the Vice CNO, and now as CNO, is to see how serious the organization is about quality of life, about really trying to make things better for our Sailors," he said. However, he emphasized that fiscal realities play a major role. "In this environment, you just can't get everything you want."

This year's three percent pay raise is a good example, according to Johnson. It's one half percent higher than last year, and is a step in the right direction. "It doesn't solve all our problems," he said, "But it reflects a sincere concern on the part of the leadership of the Department of Defense and the Congress to do what they can in this tough fiscal environment to support our Sailors and their families.

"It's reassuring when you become a part of that decision-making process and see how hard they work to get the things that you know you need," Johnson said.

"I believe that the Leadership Continuum is going to make a tremendously positive impact on the Navy."

**– Admiral J. Johnson
Chief of Naval Operations**



Leadership

Leadership is key at all levels, according to Johnson. He believes that leaders must lead by example, know their people and use lessons learned to chart the future.

The CNO recently spent a day in Newport, R.I., focusing on Navy leadership training with the instructors, students and the curriculum developers for the Navy's newest leadership training, the Leadership Continuum.

"I came away very impressed with the new leadership classes, and their instructors," Johnson said. "I believe that the Leadership Continuum is going to make a tremendously positive impact on the Navy."

"We're talking about a commitment of sizeable numbers, probably around 50,000 of us will be attending these courses each year," he said. "It will be worth everything we invest in it."

But, the CNO said the idea for the Leadership Continuum was not his own. The Continuum idea started with Admiral Kelso when he was CNO, and continued with Admiral Boorda. "I'm the lucky one who gets to see the full implementation of it," he said.



Admiral Johnson held "all hands" call aboard USS Essex (LHD 2) during a recent visit to the west coast. The CNO has visited with more than 20,000 Sailors since August.



Pride

The final star in the CNO's constellation is pride, pride in ourselves and our Navy as we professionally execute a wide spectrum of missions worldwide.

"I'm proud to be your CNO," Johnson exclaimed. "We have much to be proud of and should hold our heads high so that we can see past any obstacles to our destination."

Looking to the 21st century

Looking forward to the next century, Johnson believes that taking care of people is his primary challenge and responsibility, but he realizes that it is not his only one.

"The force structure, getting the right kinds of ships, airplanes, submarines and equipment, is terribly important, and will continue to be a challenge," he said.

The balancing of the day-to-day, near-term readiness

the Navy needs with the requirement for long-term modernization and recapitalization and getting new ships is also a real challenge, according to Johnson.

These will all keep everyone very busy, but it's important to remember our Navy has always had a pocketful of challenges that they've had to deal with. "One of the greatest strengths of our Navy is our ability to deal with those challenges and really turn them into opportunities to make ourselves even better," he explained.

Johnson has had a successful career in the Navy prior to being named CNO. A 1968 graduate of the U.S. Naval Academy, Johnson was designated a naval aviator in 1969 after completing flight training. "I feel very fortunate for the career that I've been able to enjoy, and I think enjoy is the right word. I still get up in the morning and feel good about going to work and I'm very proud of that," he said.

One of the things that makes the CNO feel this way,

and one of the things he would like to share with Sailors, is that the Navy is a great place to learn.

"I'm the CNO now, and very honored to be in this position, but as the CNO I'm sure there are people who think, 'He's got all the answers and he knows it all,'" he said.

"The truth of it is, the longer I'm in this business the more I realize what I don't know. I learn an incredible amount every single day doing this job and it's wonderful."

Johnson believes that as long as you can go to work and make a contribution and keep learning you'll become not only a better Sailor but also a better citizen, as well. "If you look at everyone with that attitude and that drive, it makes the Navy a better place, and that's how we just keep getting better and better.

"Keep learning, keep enjoying what you're doing and be proud." †

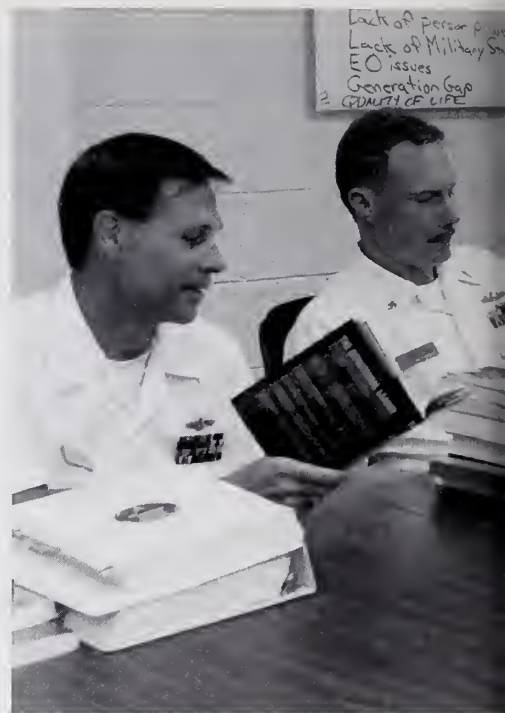
After running with the chief selectees in San Diego, Admiral Johnson takes the time to sign a charge book.

JO2 Alves is a journalist and PH1 Dolores Anglin is a photo-journalist, both assigned to All Hands. PH2 Felix Garza is a photographer at the Public Affairs Center, San Diego.



The Navy's Leadership Continuum brings Sailors up to speed

Story by JO1 DeMonica L. Porter-Musch,
photo by PH1 Alexander C. Hicks



Modern technology lets our leaders make decisions that might affect the entire world as easily as pushing a button.

But how do you teach men and women to make those decisions with confidence and authority — the Leadership Continuum (LC).

The LC is a new concept that provides consistent, periodic leadership training at all levels of the chain of command. By the end of this year, new leadership training courses will have replaced all of the old Navy Leadership Development courses, better known as NAVLEAD courses.

"The continuum is an attempt to look at the big picture and give [Navy] people the chance to make the difference themselves," said Chief Quartermaster (SW) Damon Anthony, a facilitator for the program.

Beginning at the E-5 level, Sailors will be required to complete the course as soon as possible after advancement, and they must do so to become eligible for advancement to the next higher pay grade.

"We are going from conventional to contemporary views," said Chief Aviation Machinist's Mate (AW) John Rowland, who has facilitated three phases of leadership training, including Leadership Management Education and

CNO visits Newport, discusses Leadership

The new Leadership Continuum was high on CNO Admiral Jay L. Johnson's list of priorities during a recent trip to Newport, R.I. "I came away very impressed with these new leadership classes and their instructors. This training will be very powerful for us," Johnson told members of the Senior Enlisted Academy at the end of his day-long discussions.

The new classes have been under development by Naval Education and Training staff during the last two years. Four courses are underway and four others are in the prototype stage. By the end of next year more than 50,000 Navy people will be attending one of the formal courses each year.

There are four Enlisted Leadership Training Courses: 2nd Class Petty Officer, 1st Class Petty Officer, Chief

Petty Officer and the Command Master Chief/Chief of the Boat Course, which is integrated into the nine-week Senior Enlisted Academy. All enlisted courses, with the exception of the Command Master Chief/Chief of the Boat Course, will be offered at the Naval Leader Training Units in Coronado, Calif., and Little Creek, Va., as well as training sites in Bangor, Wash.; Great Lakes, Ill.; Groton, Conn.; Kings Bay, Ga.; Mayport and Pensacola, Fla.; Pearl Harbor, Washington, D.C.; Rota, Spain; and Yokosuka, Japan. In addition, Mobile Training Teams will provide training in other fleet concentration areas.

The four officer courses are Basic (division officer/branch officer), Intermediate (department head/aviation second sea tour), Advanced (XO/aviation department head) and Command (CO/aviation XO). The CO and

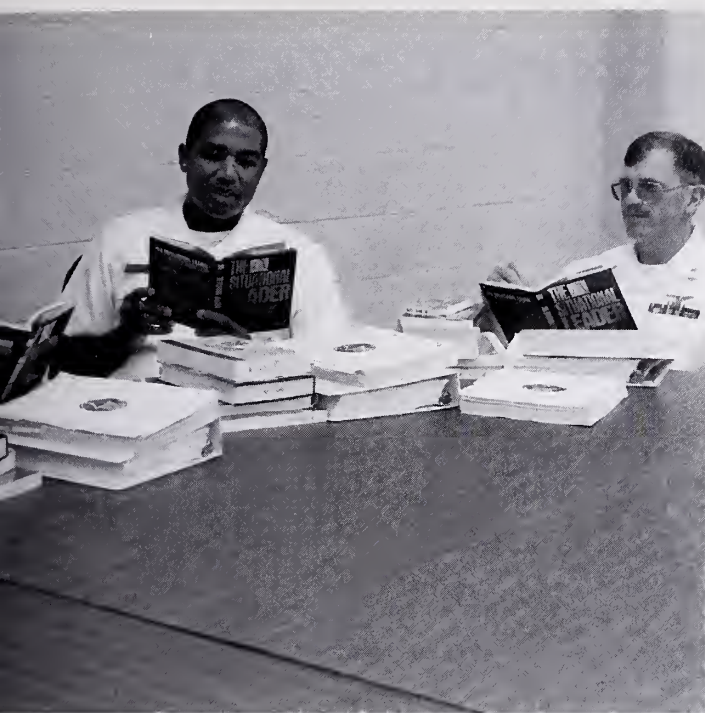


Photo by PH1 Alexander C. Hicks

(From left) TMC(SS) Jimmy Jennings, QMC(SW) Damon Anthony, HTC(SW) Bruce Williams and ADC(AW) John Rowland are among the first chief petty officers to facilitate the Navy's Leadership Training Course at Naval Amphibious Base, Little Creek, Va.

Training (LMET), NAVLEAD and now the leadership training courses.

"[Changing] conventional leadership training, meaning traditional management by objective (mission accomplishment) to contemporary training, which includes core values and total quality leadership concepts, is what LC is about," he said.

Sailors are instructed in such areas as physical training;

systems approach to management; principles and tools to improve command effectiveness; and personal and command ethics.

"They are also taught how to write evaluations, awards and some public speaking," said Anthony. "Because that's what they said they needed."

Kicking off the training at this year's chief petty officer indoctrination course, Master Chief Petty Officer of the Navy ETCM(SW) John Hagan told the group that for them to become successful leaders, they should be consistently good Sailors, going the extra mile to make a difference.

A facilitator for the past seven months, Chief Hull Technician Bruce Williams added, "Primarily, what we teach chiefs are leadership and management, reinforcing skills they [already] use. We're also teaching the concept of participative management." Williams said, "Chiefs are not always going to have the answers and [letting] people come up with the answers will allow us to see they are our greatest resource."

"It's more challenging than before because we weren't teaching total quality leadership," he said. "In the real world, leadership has a strong effect on motivation. By giving ownership to their jobs and decisions, it will make our Sailors better."

It is their hope the tools and awareness they have given Sailors will affect how the Navy is led into the future. ‡

Porter-Musch and Hicks are assigned to the Navy Public Affairs Center, Norfolk.

Continuum

Advanced (XO) courses are single sited at Newport. Other courses will be taught within technical warfare training pipelines and, for those with no warfare pipeline, at the Naval Leadership Training Units.

The Command Leadership and the revised Senior Leadership Academy were brought on line in May 1995 and January 1996, respectively. The Chief Petty Officer Course has been on line since June 1996 and the Intermediate Officer Course began this month. All other courses have been or will be piloted in 1996 and will be on line in FY97.

Johnson explained, "I can't overstate the importance of this training. Historically, the Navy has not given enough attention to leadership training; it didn't have a flow to it. Our people will now get some lessons from

this program as soon as they arrive in the Navy, with follow-up 'booster shots' at designated points along their career."

"One of the best ways to judge the impact of any course is to see what the students think of their books," said AVCM(SW) Jim Driggers, CNET's enlisted leadership training curriculum manager. "The students in our first E-5 and E-6 classes asked if they could keep several of their text books. That's a great sign." ‡

Story courtesy of the CNO public affairs office.

For more information on the Leadership Continuum, contact your local Education Services Office.

The Journey continues ...

The journey begins when you sign the dotted line pledging your obedience, allegiance, service and, if necessary, your life for your country. Sailors serving on active duty live the meaning of this commitment every day.

The men and women serving in the Naval Reserve also share this commitment, not just during their weekend drills or annual training, but every day in every part of the world.

Today's Naval Reserve is a force of highly-trained people ready to meet the expanded needs of the Navy in a national emergency. Most Reservists serve part time one weekend a month and for a two-week period called annual training (AT).

People join the Naval Reserve for many reasons, and more than 480,000 officers and enlisted members serve in the Ready Reserve, Standby Reserve and the Retired Reserve. The Naval Reserve represents 20 percent of the Navy's total assets, and is a significant force multiplier the fleet must have to meet its growing global commitments.

The Ready Reserve is made up of Selected Reservists (SELRES) and Individual Ready Reserve (IRR). SELRES are the Navy's primary source for immediate mobilization manpower. In pay status for weekend drills and periods of active duty, SELRES serve in surface or air units, providing the resources for fleet support and



mobilization readiness.

The Individual Ready Reserve (IRR) is made up of Reservists who are not affiliated with a drilling unit, but may be called up in time of national emergency. Qualifying service may be accumulated toward retirement. However, enlisted personnel in IRR cannot compete for advancement. Officers, however, can be considered for promotion.

Members must complete approved correspondence courses, optional AT and other program-sponsored activities. They have unlimited use of military exchanges and 12 days a year of commissary benefits.

Standby Reservists fall under two categories, based on their status upon discharge from active service. Standby Active includes Reservists still under statutory military obligation; those being retained in an active status (at least 18 years but



less than 20 years of qualifying service for retirement purposes); key employees of the federal government screened from the Ready Reserve; and those temporarily assigned to the Standby Reserve-Active for hardship or other qualifying reasons, with expectations of being returned to the Ready Reserve.

No member in this category receives pay, allowances or travel allowances for participation or AT. They are eligible for recall to active duty without their consent in time of war or national emergency.

The Naval Reserve offers many programs for prospective members:

Navy Veterans (NAVET) program

Qualified veterans discharged from the Navy for four years or less can reenlist in the same pay grade they held at the time of separation through the NAVET program, depending upon Naval Reserve needs in particular ratings.

The pay grades for those discharged from the Navy for more than four years will be based on the length of time since discharge and upon Naval Reserve needs in particular ratings.

Advanced Pay Grade (APG) program

People who have work experience and/or training in a field comparable to one needed by the Naval Reserve can qualify for entry at a higher pay grade.

Initial pay depends on the number of work years, training and/or experience in the comparable civilian field. Non-prior service applicants must be at least 26 years old and not have reached their 37th birthday. Prior service applicants can also qualify for the APG program. Recruit training is not required for this program.

Eligibility for the APG program includes:

- * having current employment or employment within the past 12 months in an occupation comparable to the job skill for which applying;
- * achieving a qualifying score on the Armed Services Vocational Aptitude Battery (ASVAB) test;

- * qualifying physically, including meeting height and weight requirements;
- * meeting dependency requirements.

Members are enlisted in the APG program with permanent paygrades of E-3 and advanced to approved temporary ratings. Temporary ratings become permanent provided the required training is completed within 36 months of enlistment.

Training and Administration of Reserves (TAR) program

This special program is open to qualified Navy veterans to serve on full-time active duty to manage, train and administer Naval Reserve personnel as prescribed by the Chief of Naval Operations.

TAR assignments for officers and enlisted members are at air squadrons, shore activities or aboard Naval Reserve Force ships homeported in the United States.

Other Service Veterans (OSVET) program

The OSVET program provides for enlistment in the Naval Reserve for people who have

been on active duty in the Army, Air Force, Coast Guard or Marine Corps with specialties similar to ones in the Naval Reserve. Veterans currently serving or with past Reserve/guard experience also qualify.

Direct Commission

Qualified civilian and Selected Reserve enlisted men and women with specific college degrees and applicable work experience may receive direct commissions in the Naval Reserve as officers. ‡

Story courtesy of Naval Reserve Recruiting.



For more information, call your local recruiting office. You can also call the Naval Reserve's national toll-free number, **1-800-USA-USNR**.



Building for humanity

Story and photos by JOC Warren A. Patton

USS *Safeguard* (ARS 50) crewmembers boosted community spirit with hammers and nails this summer when they participated in an East Bay Habitat for Humanity housing project in Oakland, Calif.

"I have to say that I'm quite impressed with the team work I've seen from the Navy folks," said Roger Rushing, Site Coordinator for the East Bay chapter. "They were extremely eager, started right in and seemed to enjoy themselves."

The Oakland chapter is one of more than 1,100 U.S. affiliates that comprise Habitat for Humanity International (HFHI), a non-profit organization dedicated to the elimination of poverty housing. To date, HFHI has



► DC2 Matthew G. Farmer puts the finishing touches on a piece of lumber his shipmates are waiting for.

▲ *Safeguard* Sailors work on the frame of a house for Habitat for Humanity.

built more than 35,000 homes worldwide. Various state chapters build more than 4,000 homes a year.

To construct affordable housing for low income families, Habitat relies on donated labor, materials and housing designs. More than 85 percent of East Bay Habitat's labor is volunteered. Ninety percent of every dollar donated goes into building homes.

A typical eight hour work day on a Habit for Humanity project starts at 8:30 a.m. *Safeguard* volunteers tackled the challenge.

"We are more than happy to lend our services to this

▼ *Safeguard's* commanding Officer, LCDR David D. Belt, a native of Panama City, Fla., carries a piece of lumber.



"I think it's a great testament to the unselfishness of these Sailors ..."

***- Roger Rushing
Site Coordinator
Habitat for Humanity***



▲ (From left) Roger Rushing, site coordinator; LT Stephen P. Reimers of Gardner, Kans.; DCFN Laird W. Allen of Riverside, Calif.; and HM1(SW/DV) Marshall W. Rubin of Orlando, Fla., put their backs into lifting a wooden brace for a wood bin.

Homeowners are chosen according to their housing need, income level, and willingness to partner with Habitat. As a sign of commitment, each family must contribute 500 hours of "sweat equity" toward the completion of their home or their neighbor's home.

Volunteering for community service projects is not new to Navy men and women. It is not uncommon, on any given day throughout the world, to see your shipmates swinging hammers, lifting shovels, or waving paint brushes – all in the name of humanity.

"We've had Navy volunteers on numerous occasions and they all seem to take pride in what they do," Rushing commented. "But I think it's a great testament to the unselfishness of these sailors to spend a whole day out here working in the hot sun, especially since their ship is only in town for four days. They could have easily used their liberty for something else." †

Patton is assigned to Naval Base San Francisco public affairs office.

worthwhile event. Part of the Navy adventure is giving something back to the community," said *Safeguard* commanding officer LCDR David D. Belt. "Our sailors take pride in knowing that their efforts will be appreciated by those less fortunate."

The current project for the East Bay Chapter is a 40 unit development located on 105th Avenue in the Sbrante Park neighborhood of East Oakland. The site is located on 3.6 acres where 15 homes are under construction.

Sailors reach out

Story compiled by JO3 Jeremy Allen

It's not everyday a person gets to visit exotic Thailand, the "Land of the Smiles." When Sailors and Marines at the multi-national exercise *Cobra Gold '96* volunteered to help restore an elementary school in southern Thailand and build six buildings, they were ready to go.

The project included Sailors from Commander Amphibious Forces 7th Fleet, Seabee Reservists from Naval Mobile Construction Battalion (NMCB) 4, U.S. Marines, Royal Thai navy and Thai engineers. They were working together for one cause – the children.

The mission was to build kitchens, child care centers and stages for school children at six different locations scattered throughout southern Thailand. Some of the sites were extremely isolated with little or no electronic communication capabilities. Most were on dirt roads miles from the nearest village. Some sites were nothing more than a pool of mud from the rain.

The rain continued for two weeks, slowing progress at the remote sites, but rain alone was not enough to discourage the crews.

"The rain inhibited the delivery of concrete," said Builder 1st Class Douglas C. Hansen, southern site 2 supervisor. "They wouldn't deliver to the site because the transit mixers were getting stuck in the mud. We had to work around it."

Once out of the mud, construction proceeded at a fast pace. "We were battling serious weather problems," said BU1(SCW) William L. Burgoyne, northern site 1 supervisor. "But, we overcame that and got the job done with good quality."

For Data Processing Technician 1st Class Nancy McCowan from Naval Reserve Commander, Chief Pacific Fleet, Det. 520, the opportunity to help was especially important. "I have children of my own," she



Photo by CAPT1 Norris Jones

LT Todd Kraft, was one of the volunteers who distributed English-language school books and other *Project Handclasp* items to Thai children.

said.

In conjunction with the community relations project, the volunteers off-loaded three pallets of *Project Handclasp* materials, donated by American businesses and transported from Sasebo, Japan, to Thailand by USS *Fort McHenry* (LSD 43). The material included about 1,000 English-language school books, cartons of baby oil, toothbrushes, shampoo, first-aid kits, triangular bandages, tape and toiletries.

LT Steve Spencer from Commander Amphibious Group (COMPHIBGRU) 1 plans department said, "A highlight of the day was handing out free toothbrushes to all the students. The smiles of those young Thai children were incredible."

Mrs. Cha-on Duangkaen, the students' sixth-grade English teacher, was among many who were visibly moved during the presentation, "Tears fall down my face as I am so happy for this day," she said. Thai navy 1st Class Petty Officer Pahirat Phikunkaeo said, "This

to Thai children

will be a day these children will remember."

Apart from the donations, U.S.-Thai medical civil affairs volunteers gave free medical and dental care to local residents, and a new multi-purpose building, constructed by Thai and U.S. forces, was dedicated. Chief Warrant Officer 4 Michael Wharton, a reservist from COMPHIBGRU 1, Det. 118 in Kansas City, Mo., discovered the children would be using that new open-air structure in inclement weather for physical fitness, singing and a lunchroom. "They had no where to eat before except under the palm trees," he said.

Although the volunteers worked long hours to make up for the initial rain delays, they found time to make friends with the local children. "We usually got done about 8 p.m. and spent most of our liberty playing with the kids who were in the village," said Hospital Corpsman 1st Class (FMF) Kelly L. Dearstine. "The kids were teaching us how to speak Thai and we would teach them English."

LT Bobbie Jestus, a Reservist assigned to COMPHIBGRU Det. 118, St. Louis. helps provide lunch to Thai students in a small rural school in southern Thailand during *Cobra Gold '96*.

The gleaming smiles of the children and teachers clearly demonstrated the volunteers' efforts were genuinely appreciated.

The buildings that were constructed are now the only remnants of *Cobra Gold '96*. When all else is forgotten and the tracks in the sand have long been blown away, the people in the villages of Thailand will remember the men and women who became part of their lives for a short time. "We were there for a reason," said Burgoyne. "Fortunately our reason is going to show forever [there] in Thailand, its something the Thai people will always remember." ‡

Story written by JO1 Michael B. Murdock and LT E.R. Nunes assigned to NMCB 4 public affairs office and JO2 Philip Achten assigned to COMPHIBGRU 1, Det. 118, Kansas City, Mo., and Army Spc. Greg Chandler assigned to the 17th Public Affairs Det., 25th Infantry Division, Scofield Barracks, Hawaii. Allen is a photojournalist assigned to All Hands.



Photo by JO2 Philip Achten

Models of Success

Sailor slams dream ball over the net

Seamanship Apprentice Stephanie Stuck competed in the 1996 AAU Volleyball Championship in Dallas recently as a member of the Armed Forces squad. The team advanced to the third round of play in the series.

For the Sacramento, Calif., native, stationed at Afloat Training Group Pacific, San Diego, volleyball has been an integral part of her life since the seventh grade.

Starting with her junior high school team, Stuck vaulted into seasonal circuit matches conducted by the U.S. Volleyball Association. The association selects players from various regions to play in organized competition. The tournament concludes each year with a nation-wide championship match at the University of California at Davis. Stuck's 1991 team was ranked 12th in the nation.

Stuck's high school statistics are intimidating. Achieving an 84 percent serving average, she was named most valuable player and captain of the team her senior year.

Her 92 aces and 335 kills are indicative of the dominating presence she provides on the court. At 5'10", Stuck's height is quite menacing to opposing players.

Following high school, she played as a freshman for Sacramento City College while studying physical therapy.

She entered the Navy in 1995, and from day one, dreamed about playing on the All-Navy Team.

Her selection to the Armed Forces Volleyball Team was the result of four grueling weeks of tryouts and matches.

Stuck was invited to the All-Navy women's volleyball training camp in Memphis. Her impressive



performance won her a spot on the All-Navy Team that competed in the Armed Forces Championship, also in Memphis. †

Story and photo by LT David Oates assigned to Commander, Afloat Training Group, San Diego.

Electrician pulls his weight

During his junior year in high school, Aviation Electrician's Mate 1st Class William Gatling Jr., was approached by each military branch with enticing career offers. The Navy's aviation electrician's mate rating appealed to his passion for electrical work and he enlisted in June 1981, just after graduation.

Gatling excelled at Recruit Training Command, Great Lakes, Ill., earning meritorious advancement from airman recruit to airman apprentice. At AE class "A" school, Millington, Tenn., Gatling graduated with the third highest grade point average in his class and was the only graduate accepted for the accelerated advancement program.

Newly advanced AE3 Gatling reported to his first command, NAS Oceana, Va., where he was attached

to Fighter Squadron (VF) 171. Gatling quickly built a positive reputation for himself. After Oceana he received orders to Fighter Attack (VA) Squadron 75, onboard the USS *John F. Kennedy* (CV 67).

Today, Gatling is one of 650 Sailors assigned to Helicopter Mine Countermeasure (HM) 14, NAS Norfolk. He's working at the air station's aircraft intermediate maintenance department as the inertial navigation shop supervisor. His work-center troubleshoots and performs repairs on inertial measuring units, a navigation mechanism that tells the pilot his location, where he came from and where he's going.

"As the work center supervisor, it's my responsibility to ensure repairs are done by the book," said Gatling. "As a young Sailor, the



only thing I wanted to do was to learn as much as I could about my rate, so that the work I produced would always be of high quality. The Navy gave me all the training I needed; the rest was up to me. It's a great feeling, knowing that the work that leaves here is nothing but the very best." †

Story and photo by SN Michelle Lewis assigned to the NAS Norfolk public affairs office.

Master-at-arms achieves, helps others succeed

She enlisted in the Navy as an undesignated seaman recruit and had her sights set on becoming a quartermaster.

After 14 months of hard work and perseverance, Petty Officer 1st Class Barbara Krauser was able to achieve that goal. At that time, there were no available shipboard billets for her, so she was sent to the security department to work with the master-at-arms at her then duty station, Naval Communications Station, Neamakri, Greece.

Armed with the opportunity to work in the master-at-arms rating, she wasted no time learning all she could and, shortly after, converted to master-at-arms.

It took her only seven years to become a petty officer first class. Twelve enlisted years later, she is the only rated master-at-arms at the NAS Norfolk.

Today, Krauser serves as a security assistant and handles requests for security clearances, conducts background information checks and performs routine inspections on security containers, quite a change from her previous commands.

"I'm trained to deal with crisis situations but here on the air station things are very quiet," said Krauser. She recalls her involvement in the Cuban rioting and described her participation in the Gulf War as her most demanding tour.

As the only rated master-at-arms at NAS, Krauser is a role model for the men and women at the air station who work in her rate and hope to one day be rated masters-at-arms.

Krauser works very closely with those Sailors. Twice a month, she takes time out of her busy schedule to conduct training on law enforcement duties.

"I try to help my shipmates who

are working in my rate and are trying to convert," said Krauser.

"Although they're not qualified masters-at-arms, they work in the capacity of a rated master-at-arms.

"I respect them because not only do they have to excel in their rate, they also have to excel in the master-at-arms rate; therefore any training that I can provide to make their work easier, I never hesitate to offer," she said.

"I sign a lot of [professional advancement requirements], offer guidance and, basically, put my knowledge and skills to good use," she said.

To be a master-at-arms, one has to be a very responsible and disciplined individual, maintaining tactfulness and self-respect at all times. If I'm able to help someone along the way, that gives me a great feeling," Krauser explained.

Masters-at-arms perform general supervisory and security duties aboard ships and at naval shore facilities. They also assist in maintaining law and order and general military discipline, and ensure that general orders and directives are carried out in an orderly fashion.

With all the hard work that Krauser is putting in, she still finds the time to work on a personal project, obtaining her bachelor's degree in criminology.

She attends evening classes at St. Leo College extension at NAS Norfolk. She believes nothing in



life comes easily and says that hard work has its rewards.

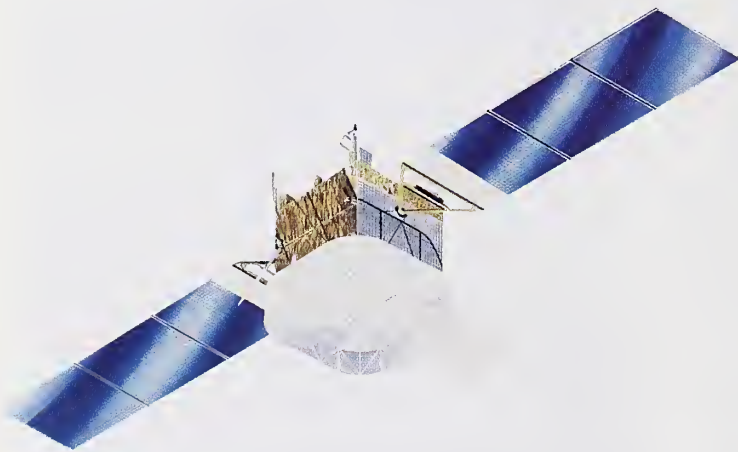
"I, too, have to remind myself every day to never lose sight of my goals, oftentimes it's easier to quit but if you keep in mind that the only way you're going to achieve those goals is by working hard, then there's no doubt you'll be successful." †

Story and photo by SN Michelle Lewis assigned to the NAS Norfolk public affairs office.

SPACE

The Final Frontier at Dahlgren, Va.

Stories by JO2 Chris Alves, photos by PHAA Damon Moritz



Currently, 7,000 satellites are in orbit around the Earth. Who's watching them to make sure they don't hit space debris, each other or one of the space shuttles?

The space warning petty officer (SWAPO) at Naval Space Command (NSC), Dahlgren, Va., that's who.

Through a program called Computation of Missed Between Orbits (COMBO), the SWAPO keeps the shuttle from hitting any of these 7,000 satellites.

"Space, at the altitude where the shuttle orbits, is pretty crowded, so we run the COMBO program three or four times a day every time it's in orbit," said Operations Specialist 2nd Class Brian Ashcraft, force enhancement watch supervisor at NSC.

The Space Shuttle Control Center sends a vector message which lets the SWAPO know the shuttle's location. He loads the data into computers at NSC and runs it against current satellite data. Based on that, he can tell whether there's a chance of the shuttle running into an orbiting satellite.

Keeping track of the satellites is easy using their satellite catalog. It lists every satellite ever launched — from *Sputnik* to today — with each satellite's current status, if they're still in orbit and where they are in orbit.

"We can get accounts down to an exact amount of how many satellites are currently in orbit and where they are at any time," said Ashcraft, a Columbus, Ohio, native.

His job, along with the SWAPO, and the geolocation of radio frequencies operator (GOFER) are three of the most significant watchstations in the Naval Space Command Center.

The SWAPO interfaces with the owners/operators of



▲ OS1(SW) William J. Turner, a Baltimore native, is the Leading Petty Officer of the Control Center at Naval Space Command.



OS2 Kelly Hardin, a Palmetto, Ga., native who works at the Multi-Spectral Image Center at Naval Space Command, ensures that the right multi-spectral image goes to the right command and has no imperfections.

the satellites. "If the owner/operator has a problem with their satellite and Space Command is in their chain of command they'll call us," Ashcraft said. "We have programs to determine what the problem is, and if we can't find the problem we can rule out possibilities."

The GOFER is the watchstander who keeps track of problems with radio frequencies such as interference during fleet exercises or missions.

"My job is to find out where the [signal breakdown] interference is coming from and get the source or the command having the problem to switch frequencies," said OS2 Woodrow Davidson of Birmingham, Ala.

During NATO exercises, the object is speed. If someone is jamming the participants' frequencies, the exercise will last longer and cost more money. "If I can't find the source of the interference we have to shift the whole command to another frequency," Davidson explained.

He likes the fact that, by pushing a few buttons, he can control satellites in space to find out where interference is coming from in places as far away as the Arabian Gulf. The leader of this pack is OS1(SW) William J. Turner, leading petty officer of Command Center. He makes sure all watchstanders know their

job and what to do throughout every watch.

Each watchstander must know how to do their job and everyone else's. "If something happens to someone, one of the other watches has to handle that position and their own," said Turner.

Turner relies heavily on Intelligence Specialist 1st Class Lori Clayton who works in the intelligence department of Space Command. "We let ships in the fleet know when they're going under satellites belonging to foreign countries so they can cut their communications and not be overheard," said Clayton.

Space Command at Dahlgren, Va., acts as a back-up for U.S. Naval Space Command, Cheyenne Mountain Air Force Base, Colo. The command center is staffed 24 hours a day to provide this support. Clayton's department briefs the watchstanders on what is happening when they practice becoming primary Space Command every Thursday.

Another part of the Space Command that has a very significant mission is the multi-spectral imagery (MSI) cell team. They provide photos of locations throughout the world taken from space by American-owned LANDSAT and French-owned SPOT satellites to commands throughout the fleet.

MSI is actually "snapshots" of the earth taken from

space by satellites. The images can be reproduced to highlight terrain features, vegetation, urban development and water depth near shorelines. The imagery gives commanding officers and fleet commanders an expanded geographical picture of operational areas.

NSC has generated MSI maps and charts for ships and fleet marine force units to use since 1992, when the MSI support cell team originated at Dahlgren, Va.

"We currently use regular mail or express mail as the primary delivery for MSI products," said Marine Staff Sgt.

Erika Zollinger of the MSI team. "However, sometimes this method of delivery doesn't meet the operational time constraints of many of our customers."

Electronic dissemination of MSI products directly to ships in the fleets is a long-term goal of the MSI.

So, the next time you wonder who's watching those satellites making sure they don't hit each other or the space shuttle, remember it's the Space Warning Petty Officer at the Naval Space Command. ‡



Satellite view of Port au Prince, Haiti.





ET + CT + RM = JIPC

Naval Space Command opens first Joint Information Processing Center

Naval Space Command recently incorporated radiomen, cryptological technicians and electronics technicians into one department to make the first ever Joint Information Processing Center (JIPC).

The JIPC funnels all unclassified and classified message traffic, including compartmented intelligence, through a single information center. The facility processes more than 100,000 messages monthly for Naval Space Command, the Joint Warfare Analysis Center and Naval Surface Warfare Center, Dahlgren, Va.

"Our primary goal is to ensure that communications are up 100 percent of the time and that all circuits are up," said Cryptological Technician (Communications) (AW) 2nd class Kelly Gallagher, communications watch supervisor.

"We distribute all the traffic automatically via computer every morning so we have to make sure there are no problems with that system," said Radioman 2nd Class Henry Johnson, leading petty officer of the JIPC.

The merger of the separate communications centers enabled Space Command to reduce operating costs. "Instead of having separate lines of traffic it all comes down one line, which saves the Navy and the command a lot of money," Johnson explained.

Using satellites, the JIPC also lets ships in the fleet know what is in their area, like weather problems or other objects in the water they may not know about, according to RM3 Carl Smith, a communications watchstander.

"It doesn't seem like we've done anything out of the ordinary becoming a JIPC," Smith said. "It just seems like we've made another step toward a better way for the Navy to do things, and it was real easy."

Like Smith and Johnson, Gallagher was previously



stationed at commands where the CTs and RMs worked separately. "Everyone working together [builds] teamwork, and we're all getting more training by becoming more diversified," she said.

Electronics Technician 2nd Class David Browning agreed and said, "It's a good idea because it gives us a chance to see what the CTs and RMs do, and gives us a greater appreciation of their jobs."

CTM2 Theresa Kraft, leading petty officer of maintenance division, said it was a growing process when the JIPC first started. "Now everyone is getting to the point there they know how to work and communicate with each other to get the job done."

Senior Chief William Tremper, the command's division chief who engineered the consolidation, said they're breaking new ground. "We're changing [the fundamental] way we process communications as we focus on supporting information warfare in the future." ‡

Alves is a photojournalist and Moritz is a photographer assigned to the staff of All Hands.

INGLESIDE'S SIMA DOES DEPOT-LEVEL MAINTENANCE

Story by JO2 Denny Boyles,
photos by JO1(AW) Michael R. Hart



Their workload has increased significantly and the number of workers doing the job hasn't changed.

So why are Sailors at Shore Intermediate Maintenance Activity (SIMA), Ingleside, Texas, so happy?

They're smiling because SIMA Ingleside has been certified to perform depot-level maintenance — a huge achievement in their line of work.

The work involves the complete rebuilding of two types of diesel engines, the Isotta-Francini and Waukesha L-1616, which power the mine warfare ships homeported at Ingleside. SIMA was certified in early May to rebuild and reissue these engines locally.

"It's cost effective, time efficient and just plain good business," said LT Dan Spagone, SIMA's repair officer. "It's also about pride. We're the only SIMA, Navywide, doing this work."

There are three levels of maintenance in the Navy: Organizational, Intermediate and Depot. "O-level maintenance is the work performed by the ships' crew, and I-level is the work done at SIMA and other similar



◀ MN2 Chris Salters (left) of Spartanburg, S.C., and MN1(SW) Paul E. King, a Rocky Mount, N.C., native, adjust the sonar head of a mine neutralization vehicle.



▲ HT1 Gilbert Sanchez, a Harlingen, Texas, native, makes a bracket for safety switch.

facilities. The highest level, D-level, is usually performed only at a shipyard or maintenance depot," Spagone said.

Each engine SIMA overhauls, roughly 12 a year, saves the Navy between \$300,000 and \$400,000, but the certification benefits the Navy more than just financially, according to Spagone.

"This is good for the Navy as a whole," he said. "The training these Sailors are receiving by doing this work is giving them detailed knowledge of the design, construction and operation of these engines. This type of training is much deeper than they would normally get. The real payoff will come when they rotate to a ship with this type of engine. They'll be prepared to fix a lot of problems on the ship, things that previously would have required at least SIMA level work," Spagone said.

"I like working with engines," said Engineman 2nd Class Terrence J. Reed. "That's why I chose this rate, and that's why I came to SIMA. We work long hours,

but I'm learning a lot." Reed, a Houston native, reported to SIMA about a month after the certification. He was eager to report to the command once he realized their level of expertise.

"A lot of guys who go to shore duty pick somewhere easy, like passing out basketballs or something," said Reed. "I said to myself, 'I can't help my Navy doing that kind of work.' It didn't matter to me that the hours here would be long. I knew I'd be making a contribution to these ships on the waterfront."



Breaking down an air compressor for overhaul is just one of the many jobs Sailors do at SIMA Ingleside, Texas.

EN1(SW) Michael J. Geary, a work center supervisor in the engine shop, praised the contributions of the engine-men under his guidance. "They are a talented bunch of technicians," said Geary, a Whitman, Mass., native. "The work we do is very technical and precise. There's no room for error," said Geary.

McCormick and Spagone are both quick to point out although the actual rebuilding of the engines is done by the enginememen, the entire command is involved in achieving the depot-level certification.

"Several different inspection teams came through the command as part of the certification process," McCormick said.

"They checked to ensure we had all the requirements met to perform the depot level work. The certification and the work involves the entire command. The engine shop, the pump shop, governor-injector shop and the machine shop are all involved in the rebuilding. Shops like quality assurance and others also played a part."

Spagone said working toward the goal of depot-level certification did have one expected and welcomed side

effect.

"It really turned the entire command into an even better team," Spagone said. "Coming together for a common cause such as achieving the certification helped morale here significantly."

While Spagone has seen the command as a whole come together, McCormick has watched the pride grow in his crew, right along with their workload.

"To keep all these different types of work going at one time has required intense dedication from everyone at SIMA," McCormick said.

"Everyone has to know not only what they are doing, but what everyone

else is doing," McCormick explained. "It's like putting our names on every engine we rebuild. When these engines are finished, they are completely rebuilt, with a fresh coat of paint and a SIMA Ingleside label on them telling everyone, 'Hey, we did this.'" ‡

"They are a talented bunch of technicians."

-EN1(SW) Michael J. Geary

Boyles is assigned to Naval Station Ingleside, Texas, public affairs office. Hart is a photojournalist assigned to All Hands.

South Texas

THE NAVY'S MINE WARFARE CENTER OF EXCELLENCE

Story and photos by JO1(AW) Michael R. Hart

The South Texas humidity is already high early one Monday morning as Sailors come aboard USS *Robin* (MHC 54). The first Sailor you see on board *Robin* is Electrician's Mate Fireman John Till, furiously polishing the ship's bell. He admits it's not an exciting job. Sailors polish ship's bells and other nautical objects everyday throughout the Navy.

What's curious about Till, a burly, barrel-chested Sailor from St. Louis, isn't his action, it's his attitude. "Don't take the picture now!" he shouted. "Wait until I've got it nice and shiny. Ours is the best-looking bell on the waterfront. You can tell a lot about a ship's crew by how sharp their bell looks," said Till, steadily polishing, oblivious to the unbearable heat.

"It's the little things that mean the most," he said. "Take care of the little things and the big things take care of themselves." The "big things" for this mine hunter are locating, identifying and destroying mines.

The importance of a strong mine warfare force became evident during the Iran-Iraq war and in Operations *Desert Shield* and *Desert Storm* when USS *Avenger* (MCM 1) and USS *Guardian* (MCM 5) conducted mine counter-measure operations.

Robin is one of 18 ships homeported at Naval Station Ingleside, Texas, that are in the mine warfare business (with seven more scheduled for production between FY96 and FY98). Ingleside is the Navy's "Mine Warfare Center of Excellence."

Seaman Mitchell Ledbetter, a Boulder, Colo., native aboard *Robin*, put his ship and crew's mission in perspective, "Our skipper explained it to us like this," Ledbetter said. "If North Korea invaded South Korea, almost all the ships on this pier would immediately be deployed to that area so the rest of the fleet — aircraft carriers, destroyers and Marines — could move in for air and land operations. That's a real life scenario, and it wouldn't be possible if the minefields weren't cleared.

◀ The MCMs of Ingleside, Texas, are decked out in proud Navy style to celebrate the anniversary of our nation's independence.





▲ STG3 Jerry Hoell installs a command control unit into a mine neutralization vehicle. The Shreveport, La., native is stationed on board USS *Scout* (MCM 8).

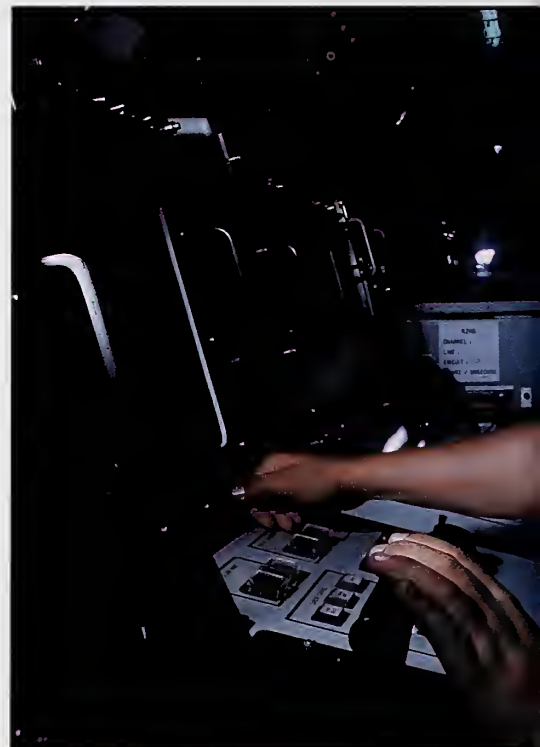
That's our job," he said.

Locating a mine goes something like this. Sonars are used to detect a mine. Once it's detected and identified, a vital piece of equipment called a mine neutralization vehicle (MNV) is deployed toward the mine. The MNV looks like a miniature orange and black tipped submarine. The MNV disables the mine using a cutter or by putting a charge near the mine. Once the vehicle clears away, it detonates the charge and blows up the mine.

It's dangerous work. Sailors aboard these ships understand the seriousness of their mission, but also know how to take it all in stride. Going into harm's way is what they're paid to do, according to Quartermaster 3rd Class Geno D. Ardisson, who's standing watch aboard USS *Warrior* (MCM 10). "I don't think about our mission as something dangerous," the Gig Harbor, Wash., native said. "It's just something we have to do. It's scary, but I have faith in this ship and crew."

Mineman 3rd Class Ricky L. Robinson has been building mines his entire eight-year career. Now plotting *Warrior's* course through minefields, he accepts a huge responsibility. "My work gets very intense," said Robinson, while on watch in the combat information center.

► OS2 Dale Lawver of Taft, Texas, switches displays on a tactical display console in USS *Robin's* (MHC 54) combat information center. On a mine countermeasure ship, Lawver has "much more responsibility than when I was on bigger ships."



◀ FN Antonio O. Jackson of Montgomery, Ala., fixes a linkage in the ship's governor aboard USS *Warrior* (MCM 10).

▼ QM3 Geno D. Ardisson, a Gig Harbor, Wash., native, plots the ship's course on board USS *Warrior* (MCM 10).



"If something were to go down while we were at sea, I'd be there for these guys, and I know they'd be there for me."

- EMFN John Till



"But I don't let it get to me. As long as I pay attention to detail, everything is fine."

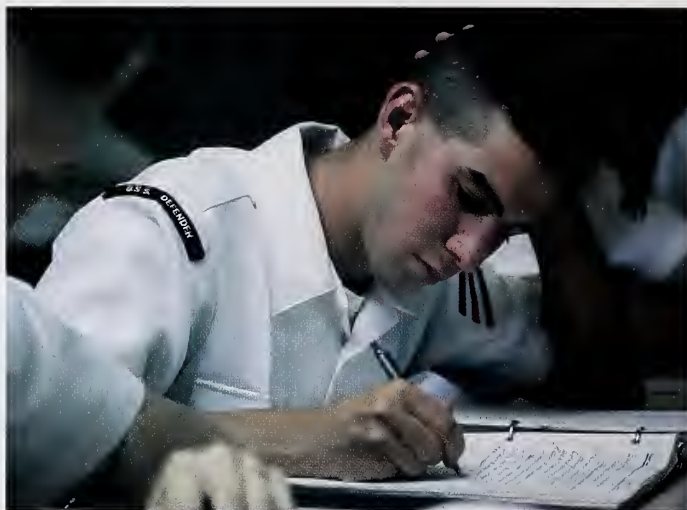
With a crew of anywhere between 50 and 80 men on these mine hunters and mine countermeasures ships, there's more than enough work to go around.

"I work with deck, supply and engineering (departments)," said Till. "On a ship this size, everybody's got to help everybody, you know?"

The small crews easily lend themselves to a family-type atmosphere — a bond among these Sailors. According to Till, the bond makes going into dangerous waters much easier.

"We all joke around and give each other a hard time, but we know it's just fun and games," he said. "If something were to go down while we were at sea, I'd be there for these guys, and I know they'd be there for me." †

Hart is a photojournalist assigned to All Hands.



HOW DO YOU GET A NEW, IMPROVED MINEMAN?

Story and photos by JO1(AW) Michael R. Hart

There's a new recipe at Naval Station Ingleside, Texas, to create top-flight, fleet-ready mine men. Use a pinch of boatswain's mate training, a dash of operation's specialist intel, a sprinkle of gunner's mate skills and a smidgeon of sonar tech know-how and mix with a heaping cup of mineman (MN) training.

Blend carefully with willing-and-able Sailors for about 11 weeks and voila! You've got a new — and improved — mineman.

"The old MN was just a mine builder, an assembler of different mines," said LCDR John Ririe, mine warfare director of the new MN "A" school, which relocated recently from Charleston, S.C., to Ingleside, a tiny South Texas town just a stone's throw from the Gulf of Mexico. "Now they're experts in the mine warfare community. Their job description has been expanded three-fold," said Ririe.

Before the rating's curriculum expanded to prepare

minemen for sea duty, they worked exclusively at Mobile Mine Assembly Groups (MOMAGs) around the world. Now minemen are found aboard mine warfare ships such as USS *Scout* (MCM 8) and USS *Pelican* (MHC 53) and mine countermeasures squadrons like Helicopter Mine Countermeasures Squadron (HM) 15.

The rationale for including skills from the other ratings into the MN curriculum, according to Ririe, was this: Sailors from other rates such as boatswain's mate, sonar tech (surface), gunner's mate (guns) and operation's specialist were, on average, serving only one tour aboard mine warfare vessels.

"There weren't many experts aboard these ships [in these ratings] because there was so much turnover," Ririe said. Training minemen in areas other than the MN rating helps alleviate that problem. Minemen are now carrying out some of the duties of BMs, STGs, OSs and GMGs on board mine warfare ships.

"The new MN rating is giving us true masters in



◀ ◀ Class room study is a large part of MN "A" school as students master skills from rates such as boatswain's mate, sonar tech (surface), gunner's mate and operation's specialist — in addition to mine warfare.

◀ MNSR Aimee A. Schwindt of Huntsville, Ala., will be heading to USS *Inchon* (MCS 12) soon.

▼ MN1(SW) James W. Tandy, a "C" school student in ordnance assembly class, goes over classroom material with two of his classmates. Tandy is a native of Lancaster, Ohio.



the art of mine warfare," said Ririe.

One recipient of the new training is MNSR Aimee A. Schwindt, who will be one of the first women minemen serving at sea. Schwindt, a Huntsville, Ala., native, is scheduled for duty aboard *Inchon*.

"When I joined, I didn't know that MNs didn't go to sea," she said, during a break in her boatswain's mate training. "When the billet for the *Inchon* came up, I was very excited."

Excitement, after all, is why she chose to be a mineman in the first place. "It's also a source rating for EOD (Explosive Ordnance Disposal), which I might want to get into," said the ambitious Sailor.

"We're learning so much in this school — how to identify different types of mines, how to blow them up, assemble, sweep and cut them," Schwindt said.

The work load is heavy and challenging, according to Gavonni M. Johnson, an "A" school student from Gary, Ind. What keeps him going is the whirlwind of information he's receiving. "Mines today are not what

they used to be," he said. "In the old movies a boat would have to touch a mine to blow up. Mines today are so much more sophisticated than what people think. They are smart — very high-tech."

But they're only as high-tech and smart as the Sailors building them. It takes superior training, and that's where the instructors come in.

"I'm putting out some of the best minemen in the fleet," said MN2 Richard J. Lewis, while instructing a class on installing a mine's flare and explosive driver. "It makes me feel good because I have a hand in shaping the Sailors going out to the fleet," said the Wendell, Mass., native.

"It's a huge responsibility we're giving these ["A" school] Sailors," said Ririe. "Minemen are now going to sea and are looking forward to the challenge," he said. "They're pioneers in a new field." †

Hart is a photojournalist assigned to All Hands.

Flight 800 Salvage Ops

Navy divers

work

under

pressure

Story by JO1 Robert Palomares

No amount of training could have prepared Damage Controlman 3rd Class (DV) Aaron Knight for the job he and other Navy divers were about to do.

Knight, of Edenton, N.C., other divers aboard USS *Grasp* (ARS 51), and divers from Mobile Diving Salvage Unit 2 and other units, were told it was going to be a demanding task. They were to dive to depths exceeding 100 feet to search for, and recover, the victims of TWA Flight 800 off Long Island, New York. Additionally, they would have to survey and retrieve the mangled Boeing 747.

It was a mission that would challenge the most seasoned diver. Knight was the first Navy hard hat diver to dive on the wreckage. "Once we got down to about 100 feet, you could see the plane because it was so big. I was nervous. I've only been a diver for about a year."

Chief Boatswain's Mate (SW)(MDV) Donald J. Dennis was both a diver and dive supervisor on board *Grasp* during the ship's five-week operation. "On the 12 dives I performed, visibility varied. But it was about five to 10 feet. The biggest problem the divers faced was being entangled in the airplane wreckage," he said. "It was like walking through a jungle gym."

But this jungle gym was made of sharp, twisted metal that could slit a diver's umbilicals that supply him with



EN2 Anthony Bartelli, Diver, From Palatka, Fla., "walks the bottom." One hundred and twenty feet above him is USS *Grasp* (ARS 51). Bartelli is stationed aboard the submarine tender USS *Emory S. Land* (AS 39), and was assigned to *Grasp* to augment and support 24-hour sustained dive operations in the search and recover effort of the crash of TWA Flight 800 off the coast of New York.

air, the hot water to warm his dive suit at depth and provide communication to and from the surface.

"One of my biggest concerns was easing the nervousness of the other divers," Dennis said. "Many of them had never dived on an operation like this one, and I just



U.S. Navy photo

Navy Diver LT Chris Leffler of Ellicott City, Md., prepares for his next dive at Moriches Inlet, Long Island, N.Y., during search and recovery operations at the TWA Flight 800 crash site. Leffler is assisted by MM1 Andy Degitz of Anderson, Ind., and ENS Dan Malatesta of Mercer Island, Wash.

told them to keep in mind the job we had to do – what the mission was. No one was forced to dive. But no one refused.”

At the height of the operation, there were more than 120 Navy divers on station. The Navy divers made nearly 3,000 dives to 75 square miles of ocean bottom to recover 108 victims of the crash, as well as most of the aircraft.

Safety is paramount in any Navy diving operation. Despite this, some divers did experience minor cuts

from working around the sharp wreckage. In addition, 13 divers, including Knight, were treated for decompression sickness in a recompression chamber.

“I’ve come out of this with a deep respect for life,” Knight said. “This experience also showed me how close the diving community is. Even though we came from different units, we all worked well together.” ‡

Palomares is a Naval Reservist with the Public Affairs Center, Det. 220, San Francisco.

Read the book!

Story by Joe Bartlett, photos by JO3 Jeremy Allen

Before you buy the car...



What's the difference between a good deal and a bad deal on your next car? Just a little bit of time — as long as you remember these three cold hard facts of the car business:

Cold Hard Fact #1 — The dealer will *never* lose money.

Cold Hard Fact #2 — The dealer will *never* lose money.

Cold Hard Fact #3 — The dealer will *never* lose money!

You've probably heard it hundreds of times from friends who drive up in their shiny new cars, boasting about how the salesman begged them not to leave; the dealer took \$3,000 off the sticker and gave them \$1,000 more than their trade-in was worth; they got free gas for life; no labor charges for the life of the car; etc. ... Believe me, after eight years in the car business, I know the only thing that is true: The dealer made money.

So, just what do you do to make sure you get a fair or good deal. Well, here's an idea of the

Do your homework before jumping into the car of your dreams.

car salesman's dream customer (the one he'll take to the cleaners), and the salesman's nemesis (the one who'll get a fair price.)

Salesman's Dream

This guy sees the latest commercial, drives down the street to the nearest dealer and walks in the door drooling like a thirsty St. Bernard. He crawls to the nearest salesperson and gruffly demands a test drive. Following the drive, the salesperson drags his "victim" back to the desk, and politely asks the question (with a vicious chuckle under his breath), "What will it take to sell you this car today?"

Not to be taken for a fool; the St. Bernard says, "Hey, I didn't just fall off the turnip truck yesterday. I want big bucks for my 1972 Plymouth Volare outside." Not surprised, the salesman asks, "If I could give you \$1,000 for your Volare, would you buy this car right now!" "Not on your life," Bernard answers.

"Get me \$2,500, and I'll think about it."

"Gee," the salesman whispers as he takes Bernard's deposit and keys. "I'll have to talk to my manager about this. It'll be a tough fight, but I'll do what I can."

Four hours later, Bernard the customer is Bernard the owner of a shiny new Whatchamacallit — with monthly payments that are \$200 more than he can afford, no cash because of a required 20 percent down payment he had to borrow and boasting that he made the dealer lose money because he got \$2,000 for his Volare in trade. "Yeah, I took them to the cleaners," Bernard says as he

\$700 above list price on the guy that "took them to the cleaners."

You don't believe this happens? It happens at every dealer, every day. Why? Because buyers *don't do their homework!*

Salesman's Nemesis

After careful analysis of finances, interest rates and review of the latest automobile publications, Bloodhound decides it's time to purchase a new car. He goes to the nearest book store and picks up *Edmund's New Car Cost Guide*, finds the model he has chosen and costs it out: factory invoice price, freight, air conditioning, etc.

Then, he calls the bank and asks what his 1986 Toyota Corolla's average trade-in value is, deducts what he feels it would cost to make the car "lot ready" for resale (new tires, windshield wipers and a brake job) and uses that as a trade-in value.

After he's done with all the math, Bloodhound visits several dealers and test drives the car he wants — **alone**, so he can experience the ride himself, without distractions. After the test drive, **he leaves the dealership!**

This is very important. Tell the salesperson you'll call him. If he doesn't like it, so what. It's your money. Even when he insists that his prices are only good for

that day which, of course, is only true until tomorrow, walk out of the showroom. You've got to take the emotions out of buying a car to get a deal.

Once he decides on the exact model car and options, Bloodhound calls area dealers on the phone to get a "feel" for how they'll react to his approach. He tells them he is interested in a car, but is shopping around for the best deal. Only two dealers will discuss price on the phone, and, of course, they'll have to see his trade-in to have it appraised. He makes appointments at both dealerships.

He meets dealer A and discusses figures, offering a few percent over dealer cost, less his trade-in's actual value — making sure the salesman understands that



After you've had the car checked out, take it for a test drive. Don't get emotionally attached to one particular car until you've done your homework.

He rubs his empty wallet thoughtfully.

Everyone's met Bernard, or a member of his not-so-immediate family. That \$2,000 trade allowance was easy, since the dealer added \$1,500 markup to the Whatchamacallit's manufacturer's sticker price, as well as a complete rust-proofing, paint shield and fabric protection package, totaling about \$750 (but only cost the dealer about \$50). Don't forget that fancy pin stripe for \$199 (dealer cost \$25) and the dealer-installed mud flaps with chrome bunny rabbits for \$299 (dealer cost \$25).

All in all, when the deal was done, and Bernard's trade-in was sold for salvage, the dealer made about



If you plan on doing any traveling, trunk size is important.

car business is a business. If you're confident, persistent and can put up with some runaround, you'll do fine. You'll get resistance from some dealers because they like to do it the "Bernard" way, but eventually you'll find a dealer that treats you like a professional. Just remember, there's plenty of dealers and plenty of cars — and you've got plenty of time.

By starting the deal at the cost price of the car, you avoid all the gimmicks used to make a customer think he got a deal when he wants a ridiculous discount or unreasonable trade allowance.

dealer B will be given a chance to beat the price.

What did Bloodhound do? He took control of the deal away from the dealer. He did his homework! Ninety minutes later, Bloodhound walks into dealer B to keep his appointment, shows them the price at dealer A, and asks if they can beat it.

An hour later, Bloodhound the customer is now Bloodhound the owner of a shiny new automobile with payments he can afford, money in his wallet and a satisfied smile on his face as he tells his friends, "Yeah, I'm pretty sure I got a good deal."

Believe it or not, there aren't many in Bloodhound's family. There are a lot more St. Bernards roaming the streets — probably 10 to one. Why? Because not enough people do their homework. A car is the second largest investment people make, next to their home. Isn't it worth a little time and effort to make sure that investment is a smart one?

The key to a good deal is where you start, list price or cost price, and how you start. Not too many dealers are willing to show you a car's invoice, and if they are, it's because there's probably profit packed into the cost, either from the factory or the dealer. The most reliable sources for car cost prices are at your library or local book store.

When you start to deal, if you come off as a professional, you'll normally be treated like one. After all, the

Edmund's and *Consumer's Guide* are just two of more than 20 publications that list the factor retail and cost prices on all domestic and import cars and trucks.

Some cars are given factory allowances that can reduce the cost price. Nearly all domestic cars have a 1-3 percent "holdback" hidden in the invoice, a kind of prepaid profit for the dealer. Almost every manufacturer offers year-end and mid-year incentives to dealers on most models, further reducing the cost. All these rebates and incentives can easily be deducted from the cost price you computed using the car cost guide at your library or book store.

A final word. **Do your homework** and stay in control of the deal, working from the cost up, not the list price down. If you follow these two steps, Cold Hard Facts 1, 2 and 3 won't be quite as cold or hard, because you'll know just how little the dealer made on your car, and you can tell your friends and relatives, "Yeah, I'm pretty sure I got a good deal." ‡

Bartlett is a former Navy journalist and former car salesman from a Milwaukee-area dealership. Allen is a photojournalist assigned to All Hands.

It ain't over yet!

Another story by Joe Bartlett (former car guy)

Car dealing doesn't stop at the sale. When you sign the deal, you're usually shuffled off into another office in the dealership — the business office, or finance and insurance office.

A dealership is made up of five to seven profit centers: New Cars, Used Cars, Service, Parts, Body Shop and the ever-popular Business Office.

Financing

In most cases, it's more convenient to finance through the dealer because of factory incentives. If you did your homework, and know what the going rates are, it may be best to let the dealer handle the financing. Who cares if they get a kickback as long as your rate is low! Plus, they're usually faster than banks, so don't say "no" right away until you find out the figures.

Credit insurance

Is it worth another \$15 to \$35 per month for that "peace of mind" that the loan will be paid in the event of your death or disability? Keep one thing in mind, if your enlistment will last the length of the loan, you're not going to lose income if disabled, so you don't need disability insurance. In fact, in some states, it's illegal

to sell active-duty military disability insurance! Credit life insurance? Hey, I'm not going to pay your car off for you if you die. If you don't care what happens, don't get it. If you've got a family that needs the car after you're gone, get it — but check out what term life insurance would cost for the same coverage, just to make sure you get the best deal.

Warranties

Think about this: warranty prices are set so the warranty company can make a decent profit to stay in business. Probably 80 percent of the warranty companies I used to sell for are *no longer in business!* Where does that leave you? About \$400 to \$900 poorer and still paying for repairs. If you believe in extended warranties, stick with the factory plans, not Bob's Warranty Company. The factory plan will be the best bet, but not the cheapest. And keep in mind that *everything* is negotiable, regardless of what the finance guy says.

"Protection" packages

One of the largest profit makers in the biz. Rust-proofing, paint shield and fabric guard mean lots of money for the dealer's bank account. Most cars come with a three- or five-year corrosion warranty standard. If you're going to keep the car longer, then rustproof it somewhere else. It costs the dealer between \$50 and \$80 for the entire package. Offer him \$100 and see what happens.

Just remember, the dealer's depending on the business department to make up for the low profit he's making on the car itself. Get the picture? ⚡

When checking out a car, open the hood, check all the fluids and bring it off-site to a trusted auto mechanic for a thorough inspection before signing any papers.



To buy or to lease?



If you're in the market for a new car, you have two options... buy or lease.

Determining which is right for you depends on several factors: how much wear and tear you put on the car, and how many miles you drive per year.

You'll want to buy if:

- * You drive more than 15,000 miles a year;
- * You want to own the vehicle;
- * You plan to modify the vehicle in some way.
- * You're going overseas and want to take the car with you.

You'll want to lease if:

- * You prefer lower monthly payments;
- * You desire flexibility in designing a payment schedule
- * You want more options or a bigger car.
- * You don't like paying for repairs, but you take good care of your vehicle.

After you do your homework, compare options and prices among the cars you have narrowed down. Contact your local credit union before you lease – It may be cheaper for you. Remember to read the fine print in all warranties and leases before signing.

* You want to drive a new car frequently.

One advantage to leasing a car is monthly payments are generally 20 to 30 percent lower than purchase payments on the same car. With leasing you pay for the depreciation — the value of your car you “use up” during the lease.

Consider this when leasing a car:

- * Are there early lease termination costs?
- * Will the lessee be charged for excess mileage under the terms of the lease agreement?
- * Will the lessee be responsible for normal wear and tear?
- * Must the car be returned to a designated drop-off point?

Leasing is most attractive to those who change cars often and don't want the hassle of selling a used car and buying a new car every

three years. Buying a car also has advantages

Weigh your options:

When buying a car you build equity in the car and may be able to recoup part of your costs by selling or trading. Also, once you make the last payment, you own the car and can use it without making further payments. Lessees must also meet stricter financial requirements than a buyer.

In addition, buyers can sell the car, pay off the loan and buy another one. It's much harder to get out of a lease. Companies use different methods of calculating penalties for breaking a lease, but the cost is usually substantial. ‡

Information provided by Navy Federal Credit Union.

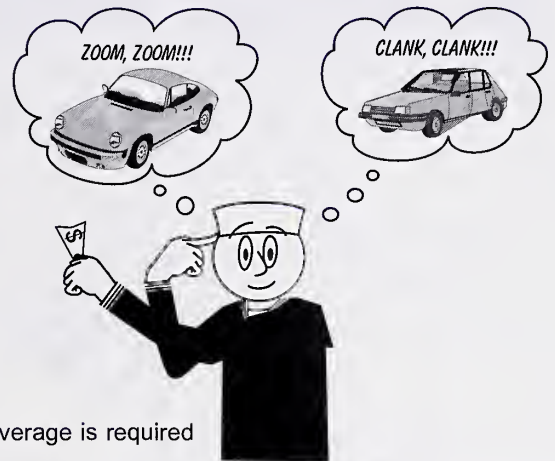
Can you afford financing?

Here's what you might expect your monthly payments to be:

| Make | Cost | %Rate/Time | Monthly Payment |
|----------------------|----------|------------|-----------------|
| • '96 Toyota Camry | \$15,650 | 7.25/4yr | \$377.71 |
| • '95 Nissan Maxima | \$21,288 | 8.75/5yr | \$440.92 |
| • '95 Nissan Sentra | \$8,488 | 8.75/4yr | \$210.98 |
| • '94 Toyota Tercel | \$9,495 | 8.25/3yr | \$299.66 |
| • '91 Mazda Protege' | \$4,950 | 8.25/3yr | \$156.22 |
| • '86 Honda Civic | \$1,795 | 8.25/2yr | \$81.66 |

And don't forget to figure in other car expenses:

- \$20-30 for gas every two weeks (depending on amount traveled)
- At least \$300 a year for regular maintenance. (More for an older car).
- \$1,000 to \$1,900 a year or more for car insurance. (Remember full coverage is required when financing).



**This is only an example for the sake of illustration and comparison.*

Seamen Jones was sinking fast. He searched his mind for a way to stay above water, but a heavy weight was pulling him deeper. It was then he realized his car payment was killing him.

For many, that monthly car payment can be like an anchor around their necks, pulling them deeper and deeper into debt. A new car is a great idea, but it may be more of a burden than you think.

If you're spending more than 20 percent of your monthly budget to finance your car, you're probably in over your head.

It's recommended by the Navy and Marine Corp Relief Society that 6 to 20 percent of your budget go for your car. However, that percentage is not just for your monthly car payment. Remember to add insurance, maintenance, repairs, gas and other related costs, then budget yourself accordingly. One conservative rule of thumb used by command financial specialists is, if you're

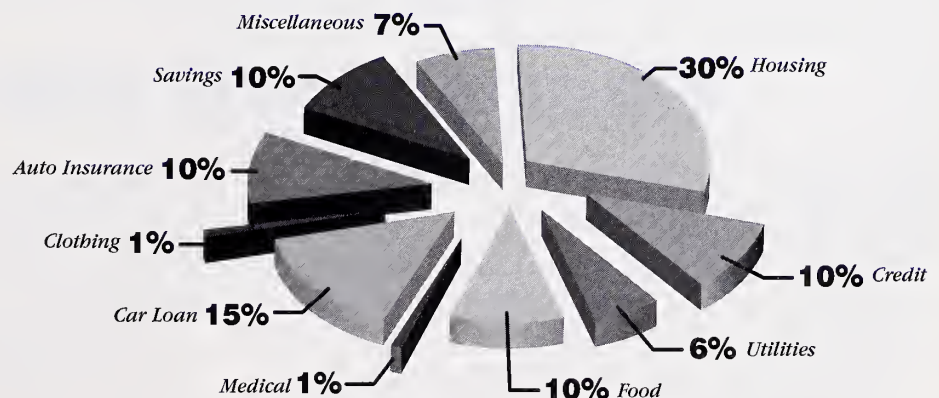
relatively debt free, buy a vehicle costing no more than 50 percent of your gross annual income. So before you begin financing a car, determine what you can afford. Your command financial specialist can help.

Once you know what you can afford, start shopping around for the best loan rate. Dealer interest rates rise sharply for longer term loans. So take your time to compare thor-

oughly. The lower rate is not always the best deal. See how much the car is going to cost you each month, and in the long run. With a little work, you can find a car to fit your needs and your budget. ‡

Information for this article provided by the Navy Federal Credit Union.

Are you spending within budget?



Insurance



What should you have?

One of the worst situations you can find yourself in is an auto accident. If you're lucky, no one will be hurt, but the damage must still be repaired. That's where your insurance premiums come in, because who has hundreds (possibly even thousands) of dollars to shell out at one time?

Not only is insurance a good idea, but some type of insurance is mandatory in most states.

Auto insurance is a method of pooling the risks of many drivers so that no individual has to bear the entire cost of an accident. Accident claims are paid from the combined premiums of all people in the pool.

When you buy an auto insurance policy, you are actually buying a package of individual coverage. Your coverage protects you against different kinds of losses. Once you understand the various coverages, you can

decide which ones to include in your package. You can also determine the limits of the coverage you'll need.

Bodily Injury Liability

Pays medical costs, loss of income and compensation for pain and suffering of others injured in an accident for which you are responsible. It also pays for your legal defense costs if you are at fault, and/or your car is involved in an accident resulting in injury or death.*

Property Damage Liability

Pays claims against you and your legal defense costs if your car damages another person's vehicle or property.*

Medical Payment Coverage

Pays for necessary doctor, hospital and funeral expenses for you and your passengers injured in an accident, regardless of who is at fault. Payments are usually limited to two or three years after the accident.**

Uninsured/Underinsured Motorist Protection

Pays for the cost of injuries or death sustained by you or your passengers in an accident caused by an uninsured or hit-and-run motorist. It also covers family members even as pedestrians. Uninsured motorist protection pays when you are injured as a result of the negligence of someone whose liability insurance is not enough to cover all your damages**

Collision

Pays for the damage to your car caused by a collision or rollover.***

Comprehensive Physical Damage Coverage

Pays for damage to your auto resulting from theft, fire, vandalism, flooding, hail or other perils.*** ‡

* *Mandatory in most states.*
** *Optional in states without no-fault insurance.*
*** *Frequently required if you have a car loan.*

Information for this article provided by the Insurance Information Institute.

How are rates determined?

Insurance companies try to distribute costs as fairly as possible, by grouping similar risks and charging each group premiums appropriate for its risk of loss. Here are some of the factors that will influence your auto insurance premiums.

Sex

If you're a young man, you will generally pay more than a young woman. Statistically, young men are involved in more accidents than young women drivers, and they have three times as many fatal accidents.

Age

Your age can also place you in a more expensive grouping. Drivers less than 25 years old tend to have more accidents than older drivers. As a result, a 17-year-old single male may pay three times as much for insurance as a 25-year-old single male.
Some companies offer discounts to those between 50 and 65 years old, since this group has lower accident rates overall.

Marital status

Statistics show that, as a group, young, married drivers have fewer accidents than young, single drivers. Therefore, young, married drivers usually pay lower premiums.

Driving record

Your driving record is crucial in determining the premiums you pay. Extensive studies show that drivers who have been in an at-fault accident in the past three years are significantly more likely to have another accident than drivers who haven't had an at-fault accident. Similar data applies to moving-traffic violations. Because of this, people with at-fault accidents or traffic convictions on their record usually pay more for their insurance following an incident.

Rate Comparisons

| Age Sex | Under 20 | 21 - 24 | 25 - 29 | 30 or older |
|------------|-----------------|---------------|-------------|-------------|
| | Male/Female | Male/Female | Male/Female | Male/Female |
| Rate | \$1,993/\$1,435 | \$1,404/\$909 | \$816/\$723 | \$723/\$723 |

The above rates are examples only. They are based on age and sex criteria shown and for drivers with a clean driving record, living in a medium-sized metropolitan area. The annual premium is for minimum limits of liability only bodily injury and property damage.

Tips turn winter driving

Story by Lon Anderson, photo by PH2 Salvatore Brancifort

Winter is here, and we can expect more snow, sleet and freezing rain to make rush hour traffic more hazardous. American Automobile Association (AAA) Potomac in Fairfax, Va., offers commuters tips to better deal with treacherous driving conditions.

Black ice

Defined as hard to see ice spots on the road, black ice is usually caused by freezing rain. Bridges and ramps are prone to have slippery surfaces. Apply gentle

Skids

Avoid these by anticipating lane changes, turns and curves, slowing down in advance and by making smooth, exact steering movements. Remember icy or snowy surfaces require careful and precise movements, and double your normal dry-pavement following distance. AAA recommends looking further down the road to help anticipate course changes.

Brakes

A car with an anti-lock brake system (ABS) requires you to not "let up" when you feel the ABS "pulse" against your braking foot. Keep constant pressure on the brake pedal and don't pump the brakes. That's what the ABS does for you, hundreds of times per second.

However, you must pump the brakes when braking in a car without anti-lock brakes. Brakes grip best just before they lock up. Squeeze the brakes until they're about to lock up, then release and repeat. An added benefit – your brake lights will blink, alerting drivers behind you.

Visibility

Being able to see is the key to driving in winter hazard conditions. See and be seen. Make sure your windows, mirrors and lights are clear of snow and ice.

Keep your lights on for safety, especially in inclement weather. Driving with your lights on makes your vehicle much easier to see and less likely to be involved in an accident. Always remember to turn your lights off when you park. ‡

Anderson is a writer for AAA Potomac News. Brancifort is the staff photographer for Sea Services Weekly.



Many military members throughout the country found themselves shoveling out their driveways to prepare their cars for the challenges of winter driving last year.

pressure on the gas when accelerating to help retain traction and avoid skids. If your car does go into a skid, don't panic. First, take your foot off the brake and ease off the accelerator. Look and steer in the direction you want the front of the car to go. Then, just before the rear wheels stop skidding, counter-steer until you are going in your desired direction. Once the vehicle is straight, apply gentle pressure to the accelerator and resume your course.

nightmares to dreams

To open frozen locks and clear windows:

- > Dip your key in rubbing alcohol and turn it in the lock gradually.
- > Use spray de-icer available at auto parts stores.
- > Do not use boiling or very hot water. Radically different water temperature can shatter your window/windshield, and compound your freeze-out problem by adding more ice.

To get going in winter:

- > As the mercury drops, battery power is cut by as much as half, if your battery is three years old or older, the cold snap may kill it.
- > Make sure your battery posts are free of corrosion.
- > If not, disconnect the battery and clean with baking soda and a toothbrush.
- > If you've gone more than 3,000 miles between oil changes, cold temperatures may cause your oil to become very thick like molasses.
- > For a variety of reasons, including cold weather, changing your oil every 3,000 miles is very important to your car's well-being.
- > Park in your garage or in your driveway as close to the house as possible, because your house gives off some heat.
- > Cover your car's hood with a blanket or two to retain heat.
- > Before trying to start your car, make sure all accessories, including radio, fan and lights are switched off.
- > Before you crank the ignition, give your battery a "wake-up call."
 1. Turn on your lights for 20 seconds.
 2. Turn off your lights.
 3. Turn your ignition. If car still doesn't start, wait 20 seconds before re-starting.



Around The Fleet...

Family

"He's not only my son, he's my shipmate," Senior Chief Aviation Structural Mechanic (AW) Drew E. Sundin Sr., said of his son, Seaman Drew E. Sundin Jr. The father-son tandem is completing a six-month deployment aboard USS *George Washington* (CVN 73) in the Mediterranean.

When *George Washington* pulls into a liberty port, the two Sundin's use the buddy system to explore the region. After years of standing on the pier watching his father deploy, SN Sundin is now by his side. The two have grown closer through the experience.

"There is no better form of flattery than to see him follow in my footsteps," the elder Sundin said.

The Sundin's are not the only father-son tandem on board *George*

Washington for this deployment. Master Chief Aviation Ordnanceman (AW) Leroy Beck and his son, Mess Specialist 3rd Class Donald Beck, are making their second deployment together.

The opportunity to serve together has afforded AOCM Beck a unique opportunity to watch his son grow and develop.

"He's changed a lot. Unlike when you are at home, when you are in the military you grow up so quickly," said AOCM Beck. "He's not the same son he was five years ago."

AOCM Beck will retire before the next deployment, but his son is ready to make the Navy a career and is exploring the Seaman-to-Admiral program. †

Award

USS *Sacramento* (AOE 1) and Helicopter Combat Support Squadron 11, Det. 9 won the 1995 CNO Ship-Helicopter Safety Award (Combat Logistics Force category).

The award is based on proven safety performance records and aggressive helicopter safety programs, promoting safety awareness and contributing new ideas in mishap prevention.

Sacramento provided logistic support during Operations *Southern Watch* and *Vigilant Warrior II* for USS *Abraham Lincoln's* (CVN 72) Battle Group, and more than 20 U.S., U.N. and coalition ships in the Western Pacific and Arabian Gulf. †

Safety

Aboard USS *Belleau Wood* (LHA 3), ABH3 Warren Stokes directs Marine Lt.Col. G.C. O'Neil, commanding officer, Marine Medium Helicopter Squadron 265, and his co-pilot CAPT Frederic R. Ruehe, *Belleau Wood's* commanding officer, as they make the 80,000th safe deck landing during Special Operation's Capable Exercises off the coast of Okinawa.

"80,000 landings represents the 18-years of hard work of *Belleau Wood* Sailors and Marines involved in defending our nation's frontiers since the ship's commissioning," said Ruehe. †



Navy "seal"

Fire Controlman 1st Class Galen E. Camp won a \$1,000 cash prize after submitting the winning name in the "Name the Seal" contest for the Plastics Removal in Marine Environment (PRIME) program. "Seamore," the mascot, is a symbol of the Navy's world leadership in protecting the marine environment. For the last six years, the program's mascot has gone nameless, and was in need of an identity.

Camp entered the contest after it was officially announced in the April issue of *All Hands* magazine. His name, Seamore, was chosen from more than 450 submissions.

Camp was presented the award by RADM L.F. Schriefer, Director, Office of the Chief of Naval Opera-

tions for Environmental Protection, Safety and Occupational Health.

Camp, an assistant training officer at Fleet Combat Training Command, Dam Neck, Va., received the cash award, a limited edition bronze seal statuette, an honorary certificate and a letter of appreciation from Schriefer.

As an added touch, Vickie Edgar, the PRIME program manager, presented Camp and Schriefer with two newly designed "We Share the Sea" posters in appreciation of their support and enthusiasm for the marine environment.



Photo by PHAA Damon Moritz

The PRIME program was established by the Naval Supply Systems Command to assist the Navy in reducing the amount of plastics taken to sea aboard Navy ships. ⚓

Bahrainian Flagship

Bahrain turned to the U.S. Navy to upgrade its defensive capabilities. USS *Jack Williams* (FFG 24) has been renamed *Sabha* and is now the flagship and largest ship in Bahrain's naval inventory. The ship will require nearly one-third of Bahrain's naval force to man the ship.

Jack Williams' commanding officer, CDR W.O. Hawn, is assisting the new CO, Lt.Col. Saqar Al-Maawdah, who is preparing to sail the Bahrain's flagship home to the Arabian Gulf.

The Bahrain navy has about a dozen diesel-powered, fast-attack craft. At 445 feet, the turbine-powered *Sabha* will dwarf these ships. Most are less than 200 feet in



Photo by J02 David Rush

length and carry a crew of 30 to 40 men. The *Sabha* is fully manned at 210 crewmen. ⚓

From the mast to the boiler plates, Bahrain navy crewmembers learn from their American counterparts how to effectively operate their newest ship.

Bearings

Adak Seabees leave lasting mark

The Seabees of Naval Mobile Construction Battalion (NMCB) 4 recently restored the roof on the Old Bering Chapel, one of the last standing historical landmarks in Adak, Alaska. As the station prepares for base closure, every attempt is being made to ensure the lack of use will not mark the end of a long-standing tradition of faithful service.

During World War II, as American military forces packed Adak with more than 90,000 troops, it was necessary to operate five chapels on the island.

The Old Chapel was constructed

in 1944 by the Army Corps of Engineers. The building embodies the distinct characteristics of U.S. military construction, style and technology in Alaska during World War II. Now one of the last existing structures of this era, great care and effort has been taken in preserving the structure for future generations.

In January of 1987, a new Bering Hill Chapel was built and the old chapel was scheduled to be demolished in 1989. The former director of the Adak Museum, Pat Ryder,



▲Members of NMCB 4, Adak, prepare the roof of the chapel entrance for new roofing material.

and a handful of friends came to the rescue, organizing the Adak Historical Society. With the support of former Naval Air Station commanders, the Adak Historical Society, Adak Community Museum, the Department of the Navy Heritage and Legacy Funding, the chapel was recognized as a reminder of the sacrifice of the countless men and women who served their country during World War II.

In 1990 the chapel was restored by the Navy and returned to use. A special service was held at the chapel on Memorial Day 1991 commemorating the restoration efforts and the preservation of the rich heritage of Adak. The chapel has since served as the site for special religious services, training and community meetings. †

Story and photos by CM1 William D. Holland assigned to NMCB 4.

◀ The NMCB 4 detail takes a break.





One (hundred) more miles to go?

For these persistent runners, there is only water as far as the eye can see, and 602 feet of steel deck coated with a brutal non-skid surface.

This is Mamba Station aboard USS *Guam* (LPH 9), an amphibious assault ship steaming off the coast of Liberia in support of Operation Assured Response.

The runners are two naval officers — LT Eric R. Overby, the ship's dental officer, and LT John R. Scott, the ship's safety officer.

Their track is *Guam*'s flight deck, scarcely a quarter mile if it weren't obstructed with the ship's navigational bridge and air traffic control tower, 25 helicopters, aircraft moving equipment, crash and salvage equipment and refueling rigs. Under these conditions, which are typical, the "track" is reduced to about one-eighth of a mile.

There are other obstacles, too. Running is only permitted on the flight deck at certain times. And, located just six degrees north of the equator and 25 miles off the coast of Liberia, the average temperature is 86 degrees and the humidity is 85 percent.

Despite all this and the daily demands of life aboard ship, Overby and Scott manage to run 100 miles a week. It's a first for Scott, an Indiana, Pa., native, despite the fact his running career has spanned 18



years and more than 40,000 miles. "I've never given it much thought, I average about 40 miles a week and that's always been enough for me to achieve my goals as a runner and to be competitive," said Scott.

Overby has had one or two 100-mile weeks, but never on a ship. "It was a gimmick to make time pass while we're out here. I guess it worked — the week passed."

While time was the dimension they wished to breach, it also served as their measure. "We based the whole thing on a seven-minute mile. We didn't count laps, so an hour and 10 minutes was 10 miles," said Overby. This is a modest estimation for a pair who typically run a 6:30 mile when training, and logged an impressive 7:34 on the 1.5 mile run in the

LT Eric R. Overby, USS *Guam*'s dental officer, and LT John R. Scott, the ship's safety officer, run 100 miles a week aboard the ship.

Navy fitness test last fall.

With only three port visits and the onset of the deployment's fourth month, the pair started looking for alternatives. Overby conceived the idea for a 100-mile week and sold it to his friend.

Achieving their 100-mile-a-week goal injury-free, Scott and Overby look forward to completing the deployment, then returning to the ship's Norfolk, homeport.

Until then, the fleet feet of these Sailors will keep pounding the pavement, er ... non-skid.‡

Story by JO1 Douglas M. Scherer, photo by PH1 R.L. Both are assigned to USS Guam's public affairs office.

Bearings

Perry Sailors visit all-American company

When you visit the Harley-Davidson engine plant in Milwaukee, it's pretty clear how this American motorcycle company feels about service members. During a recent visit to the plant by 24 crewmembers of USS *Oliver Hazard Perry*, (FFG 7) the Sailors discovered the colors Harley-Davidson respects most are red, white and blue.

"Right now," said Mike Rosa, the plant's tour coordinator, "about 50 percent of our workforce at our two Milwaukee plants are veterans." Rosa, a Senior Chief Fire Control Technician in the Naval Reserve, said the work ethic learned in the military is exactly what this company is looking for. "We can't afford not to hire the best," he said.

The Capital Street Engine Plant, which employs about 1,100 workers, produces 524 engines a day for the company's 883 and 1200 series "Hogs." The *Perry* crew was treated to a 45-minute tour of the engine and power plant operations; the transmission department; and the parts department which manufactures replacement parts for Harleys of all ages.

"It's an impressive company," said Senior Chief Electronics



Members of USS *Oliver Hazard Perry* (FFG 7) stand behind a Harley-Davidson motorcycle at the company's engine plant in Milwaukee. *Perry* Sailors toured the plant during the ship's recent visit to the "All-American City" as part of the 1996 Great Lakes Cruise.

emblazoned with the company's own "core values."

"Much like the Navy's core values of 'honor, courage and commitment,'" explained Rosa, "Harley-Davidson has values which are, 'Tell the truth, be fair, keep your promises, respect the individual and encourage intellectual

curiosity.' We believe, like the Navy believes, it's important to hold ourselves to higher standards."

As *Perry* Sailors discovered during their tour of this American icon, it is easy to see why, as the company's video states, "The legend rolls on." ‡

Technician Jeff Rexford, a Harley owner. "In a way it reminds me of the Navy. The technology they use and the respect they have for their people is so similar to the way we operate aboard *Perry*," he said.

Throughout the building, a former airplane propeller factory which was converted in 1948 to build the American motorcycle's throaty engines, *Perry* Sailors couldn't help but notice the signs

Story and photo by JOC Darrell E. Crandall assigned to USS *Oliver Hazard Perry*.



Mess Management Specialist 2nd Class Farren L. Hopwood was named Supervisor of the Quarter aboard USS *Nimitz* (CVN 68). As the leading petty officer for the wardroom mess, he supervises 61 people in the upkeep of 30 passageways, 248 state-rooms and three wardrooms and assists in preparing nearly 2,000 meals a week.



Aviation Anti-submarine Warfare Operator 2nd Class Stephen Thunen was meritoriously advanced under the command advancement program. Thunen, a native of Oakland, Calif., was selected for his professional achievement, personal dedication and high moral character. Thunen is currently assigned to Patrol Squadron 91, Moffett Federal Airfield, Calif.



Electronics Technician 2nd Class Savang Moua was selected as the Commander Naval Computer and Telecommunications 1995 Junior Sailor of the Year. Moua is attached to Naval Computer and Telecommunications Station, Anti-submarine Communications Det., Whidbey Island, Wash., where he maintains the fiberoptic cables and repairs telecommunications equipment.



LT Robert A. Dews Jr. was recently awarded the RADM Clifford H. Duerfeldt Officer of the Year Award for Leadership. Dews was assigned to NAS Patuxent River as the assistant aircraft maintenance officer. After one year with the largest maintenance department on station, he was selected as the executive officer (XO). Dews, 30, is one of the youngest XOs to ever hold that position.



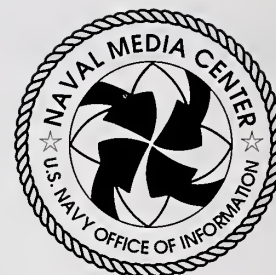
Journalist 2nd Class Ron S. Flanders recently received a 1st Place Thomas Jefferson Award for Excellence in Broadcast Journalism under Professional Excellence in Journalism, Armed Forces of the United States of America. Flanders, a San Diego native, is stationed at the Naval Media Center, Washington, D.C.

December **ALL HANDS** Contributors

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An F/A-18 *Hornet* with VFA-204, prepares for launch aboard USS *John C. Stennis* (CVN 74). VFA-204 is part of CVWR-20 which recently completed nine days of carrier qualifications aboard the Navy's newest carrier.



Photos by PHAA Damon Moritz

Name: MS3 Alec Y. Coulson

Assigned to: Naval Surface Warfare Center (NSWC) Indian Head Galley, Indian Head Md.

Job description: Cooks and bakes in NSWC Indian Head Galley. Maintains food service and preparation spaces and equipment and keeps records of transactions and budgets for food service in NSWC Indian Head Galley.

Achievements: Prepared lunch for Secretary of the Navy, received Letter of Appreciation for luncheon, nominated for Sailor of the Quarter twice.

Hobbies: Reading, cooking, fishing.

Best part of job: "Being asked by superiors to do special functions and the positive feedback I receive from patrons."

Keys to success: "Always keep focused on whatever your command's mission is."



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